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Hongkong Daily Press.

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FOR 1911.
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Agents in all the Foreign Settlements throughout the Far East.

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INTIMATIONS

NOTICE TO CORRESPONDENTS.

ONLY *communications relating to the news column should be addressed to* THE EDITOR.

Correspondents must forward their names as a guarantee of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 27TH, 1911.

THE language tests which the British Board of Trade instituted a year or two ago, with a view to checking the growing tendency to employ aliens on ships of the British mercantile marine have done little or nothing apparently to reduce the number of Chinese employed on ships cruising in British waters. Mr. BUXTON, replying to a question in Parliament last month, mentioned that during the period from April 1st 1910 to March 31st of the present year 184 British ships having Chinese on board as members of the crew arrived in the Mersey. The total number of Chinese seamen on board these 184 ships was 4,683. Mr. BUXTON added that the number who deserted at Liverpool was 212, and the number paid off at that port was 543. It will be noticed that the statistics are for only one port. Complete statistics for the whole of the ports of the United Kingdom presumably would show the number of Chinese seamen employed on British vessels plying between Home ports and the East to be surprisingly large. The number of aliens of all nationalities employed on British ships appears to be about 40,000 all told. Reverting for the moment to the Chinese at Liverpool, we observe that Mr. WINSTON CHURCHILL mentioned recently in Parliament that during the year covered by the figures above quoted, the number of Chinese seamen engaged for outward voyages at Liverpool was much larger than the number who were paid off or deserted there. Liverpool has now for many years had a reputation among British ports as possessing a "China town," and much has been made in the papers from time to time of the activities of the resident Chinese, chiefly concerned with laundry work, but we see it is officially estimated that the number of Chinese resident in Liverpool is only 286 men and three women, and that the number resident in Birkenhead is estimated at 63. These, no doubt, are ex-seamen now engaged in earning a livelihood ashore. Apparently, the questions asked in Parliament were inspired by the Union of British Seamen and Firemen, and their activities at the same time elicited from the owners of the Glen line an expression of opinion on Chinese *vis-a-vis* British seamen that has caused much heartburning among the members of this Union. Messrs. GLEN & Co., who are large employers of Chinese labour on their vessels, declared that their experience had shown the Chinese seamen to be more sober and reliable than the white men available for service on ships, and disavowed the suggestion that they were influenced in employing Chinese seamen by considerations of economy, adding that the firm would pay considerably higher wages to Chinese than to British seamen. We do not suppose that this statement was intended to be universal in application, for no British shipping firm is likely to dispute that there are no better seamen than the British, provided the right type of British seaman can be obtained. That is the crux of the whole matter. The trouble appears to be the scarcity of the best type, and the problem of how to increase their number is only to be solved by training. A sailor who has aired his views on the question in a London paper replied to a suggestion of this nature by asking who trained the bad type, and what had become of the tens of thousands of British boys who had been trained in the mercantile training establishments in the present generation. "Have all these boys left the Merchant Service as a result of its mismanagement?" he asks. Very likely a considerable number of them have left the service, but many reasons may be suggested in explanation besides that of "mismanagement" by shipping owners. Doubtless there are ships on which the sailor is not too well treated, but the Merchant Shipping Acts lay down a minimum standard of comfort and the sailor is afforded every facility for making known to the authorities any infractions of the law by masters or owners of ships. But while, in the past twenty years or so, the lot of the seaman has been greatly improved by legislation, the lot of the working class ashore has been improved even more. Trades Unions [illegible] rates of pay, while the other attractions of life ashore—the growing love of amusements and of sports—all, doubtless, tend to impress upon the sailor the monotony of his existence. Yet, can the statement be substantiated that there is a growing reluctance to follow the sea-faring life among competent and trustworthy men who have been trained for that service in the mercantile training schools of the country? We doubt it, in spite of the plausible grounds for that assertion which we have already set forth. We must not forget that British ships have been growing both in size and number, and this development has probably more than kept pace with the output of "competent and trustworthy men" from the training establishments. Though we can find no statistics on the subject we are inclined to believe that the total number of British seamen employed on British ships is as large as ever it was, but any measures which can be taken to encourage the "all British" movement on British ships commends itself to the nation as essential to national welfare and security when we have regard to the part the mercantile marine may be called upon to play in an Imperial defence scheme in time of war.

A number of appeals are down for hearing at the Supreme Court during the next two weeks.

The warships here were dressed yesterday in recognition of the anniversary of the birthday of Queen Mary.

Four more cases of plague (Chinese) were reported yesterday, two of which proved fatal. The total number of cases now stands at 56.

The master of a fishing junk at Shaukiwan has reported to the police that at 3 a.m. on Thursday his mother, who was 81 years of age, fell overboard and was drowned.

Yesterday H.M.S. *Tamar* went into dock for necessary overhauling. Her absence makes a big difference in the appearance of the harbour.

The Bishop of Victoria's engagements for to-morrow (Sunday) are: Morning, conduct Military Parade Service at Stonecutter's Island. Evening, visit the Government Civil Hospital.

The case of *Lloyds Weekly News v.* G. N. Olson was mentioned before Mr. Justice Gompertz at the Supreme Court yesterday. The claim was for $77.34, and it was decided to take the case in Chambers.

A Chinese who broke and entered No. 25, Morrison Hill Road, on Thursday night, was charged before Mr. Haseland at the Magistracy yesterday. After hearing the evidence his Worship sentenced the defendant to six weeks' imprisonment and six hours' stocks.

Mr. Henry Dallas' Follies gave their final performance in the Theatre Royal last night. There was a good attendance to bid farewell to this talented combination, whose concluding performance was thoroughly in keeping with the successful series which has won the Follies golden opinions locally.

A Chinese man and woman were charged before Mr. Wood at the Magistracy yesterday with detaining a child stolen from the Shun Tak district in China. After hearing the evidence his Worship discharged the man, and sentenced the woman to nine months' imprisonment with hard labour.

At the Magistracy yesterday Mr. Wood sentenced a Chinese to six months' imprisonment and four hours' stocks for returning from banishment. Defendant was caught in the act of stealing a silk jacket from 49, Queen's Road East. He entered the house accompanied by a boy who carried two buckets of mortar, under the pretence of effecting repairs. The youth escaped.

A Requiem Mass was said at the R. C. Cathedral yesterday morning for the repose of the soul of the late Mr. F. J. de R. Rowley. A catafalque was erected in the centre of the Church beneath the Ziborium, surrounded by lighted candles, and at the foot facing the entrance a beautiful wreath of white flowers was placed. The Rev. Fr. Bianchi officiated, and after the Mass the Celebrant was led in procession to the catafalque, where prayers were recited and the last blessing administered. Among those present in the Cathedral were Mr. and Mrs. N. F. Blanch and the deceased's colleagues from the office of Messrs. Thos. Cook & Son, and other friends.

QUEEN MOTHER OF SIAM COMING TO HONGKONG.

DUE TO ARRIVE TO-DAY.

We are officially informed that Her Majesty the Queen Mother of Siam, accompanied by two young Princes and suit, are due to arrive at Hongkong by the royal yacht *Maha Chakri* to-day.

The young Princes will leave for Europe by the s.s. *Korea* on Sunday at noon, travelling *viâ* the Siberian route.

After the departure of Their Royal Highnesses the Queen Mother will proceed to "The Grove," where Her Majesty will take up her residence during her stay in Hongkong.

Mr. Luang Suntharn, an official of the Foreign Office in Siam, who is in Hongkong, has been in receipt of several telegrams and a letter from H.R.H. Prince Devawongse, Minister for Foreign Affairs, in connection [illegible] Highness stated that, having learnt of the illness of Sir Hormusjee Mody (the Acting Consul), he will pay a personal visit on his arrival at Hongkong.

LOCAL SPORT.

BOXING.

McILVAINE-KENNY FIGHT OFF.

Followers of boxing will learn with regret that the fight between Roy Kenny and S. R. McIlvaine, of Zamboanga, which was to have taken place in Hongkong next month, has been abandoned owing to the exorbitant demands of McIlvaine. Judging by the wires which have passed between the men, McIlvaine is afraid to try conclusions with Kenny, otherwise he would not play the shuffling game he did. Before Kenny left the Philippines the coon agreed that the fight should be fought in Hongkong, and that he should receive 50 per cent. of the gross takings. Since then he has been gradually increasing his price, and now asks the impossible sum of $3,000, win, lose or draw. The sporting public, however, are not to be disappointed, for another heavyweight who has won some fame in the Philippines has stepped into the breach. Since his last defeat by Kenny, when he was not up to his usual form, Carlson has been keen on a return match, and is willing that it should take place in the Colony. Kenny is also agreeable, and arrangements are now being made. Carlson's fighting weight is 185lbs., while Kenny fights at about 160lbs. In their last meeting the big man's seconds threw up the sponge after the fight had gone five rounds.

CRICKET.

DEPARTURE OF THE INTERPORT TEAM.

At daylight yesterday morning the team which Hongkong expects to uphold the Colony's honour in the interport contest with Shanghai left for the North by the P. and O. steamer *Delhi*. Owing to the early hour of departure, the men went aboard on the previous night. A few of those selected were unable to get away, but capable players have been chosen in their stead, and the team as it now stands should give a good account of itself in the North. It is somewhat weak in batsmen, but is a strong bowling eleven. The following are Hongkong's representatives:—

Mr. A. C. E. Elborough
Lt. C. R. P. Thorp, K.O.Y.L.I.
Mr. G. A. Cooke, R.N.
Mr. A. A. Claxton
Corpl. Dempsey, K.O.Y.L.I.
Corpl. E. W. Taverner, R.E.
Lt. N. J. Williams, A. S. C.
Mr. F. Sutton
Mr. W. Waterhouse
Rev. S. W. Payne
Mr. F. J. de Rome
Lt.-Col. C. C. Wrigley, A.O.D.

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE BIGGEST BATTLESHIP.

LONDON, May 26th.

The "Wyoming," the biggest battleship in the world, has been launched at Philadelphia.

Her displacement is 26,000 tons, length 562 feet, and she carries 12 twelve-inch guns.

TURKEY AND RUSSIA.

LONDON, May 26th.

In Official circles at Constantinople considerable annoyance is expressed regarding the Russian demands respecting the Turkish troops on the Montenegrin frontier.

The Chief of the Press Bureau of the Russian Foreign Office states that the communique issued a few days ago was not the text of a written note but merely embodied the views expressed in a friendly verbal representation made by the Ambassador, and must not be construed as threatening.

RESIGNATION OF MEXICO'S PRESIDENT.

LONDON, May 26th.

A telegram from Mexico City states that President Diaz has resigned.

Sr. De la Barra has become Provisional President.

THE SITUATION IN PORTUGAL.

LONDON, May 26th.

The "Daily News" publishes a telegram from the Portuguese Foreign Minister declaring that the rumours of an impending counter revolution are unfounded, and are merely the death rattle of the enemies of the [illegible]

THE POPULATION OF ENGLAND.

LONDON, May 26th.

The provisional figures of the census of England and Wales give a population of 36,075,269, compared with 32,527,843 in 1901. The population of Greater London is 7,252,963.

[The population of England and Wales shows an increase, roughly, in the past decade of about three and a half millions, which is perhaps not very satisfactory when it is noted that the population increased from 29,000,000 roughly in 1891 to 32½ million in 1901, which represented an increase of three and a half millions. The rate of increase thus shows a falling off compared with the previous census. The population of Greater London, 7,252,963, shows a substantial increase compared with the 6,581,372 within the Metropolitan and City Police districts in 1901].

THE IMPERIAL CONFERENCE.

LONDON, May 26th.

The King has addressed a message to the Imperial Conference thanking the delegates for the assurances of devoted loyalty.

OIL FUEL FOR THE BRITISH NAVY.

LONDON, May 26th.

The Admiralty has contracted with Scottish Oil Companies for ten million gallons of oil fuel annually. This is double the amount which was originally negotiated.

CORONATION CELEBRATION FUND.

ADDITIONAL SUBSCRIPTIONS.

Drs. Stedman, Harston & Marriott ...	$150
Drs. Jordan, Forsyth, Grone & Aubrey	150
C. L. Gorham, Esq.	100
Fumigating and Disinfecting Bureau ...	100
A. Findlay Smith, Esq.	50
Spanish Dominican Fathers	50
H. H. Gompertz, Esq.	25
C. E. Warren & Co.	25
J. J. Leiris, Esq.	10
Wm. Pringle, Jr., Esq.	10
Dr. Belilios	5
B. Brotherton Harker, Esq.	5

CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, May 25th.

EMPIRE DAY.

Yesterday was observed as a general holiday by the whole of the Foreign Community on Shameen. There were no public functions.

PRAYING FOR FINE WEATHER.

The weather here has been very bad the last few weeks and day after day there have been heavy showers. At about 2 a.m. on Wednesday morning there was an exceptionally heavy downpour accompanied by thunder and lightning. The effect of all this rain on the growing rice is most disastrous and it is feared that the first crop is already spoiled. Yesterday the Kwong Chow Prefect went in state to one of the temples and there offered sacrifice and publicly prayed for fine weather. If indeed the rice crop does fail a grave situation will in all probability be created here, for the poor people are already grumbling at the high price of the grain. The Government is doing all it can to obtain cheap rice, but with a Treasury not overpossessed with funds and the huge number of people requiring assistance the task of providing relief is a most difficult one.

MORE GUARD BOATS.

The Siu On District has been greatly troubled with pirates and robbers lately, and the inhabitants have sent a request to Admiral Li for protection. After a conference with the Viceroy it was decided to build twenty new guard boats and station them at various parts of the rivers flowing through this district. The Treasurer has been told to issue tenders for the work, so that it may be taken in hand at once. I was told by a European, who returned from the North River Districts last night, that these places are in very unsettled state. The arm of the law appears to be quite powerless, and gambling is going on publicly in many of the villages and market towns. Pirates are causing terror up and down the river, and this gentleman told me of one instance in which about fifty men boarded a junk at one place as passengers. As soon as the vessel had got under weigh, these fellows opened the luggage and therefrom produced revolvers, by means of which they obtained possession of the junk and looted her and all on board. An official protected by three guards was on this boat, but the pirates treated him the same as the others, and took away the rifles of the guards. News of a more or less similar character comes from all the country districts, and it is evident that the recent rising has been the cause of a greatly-increased amount of crime.

REVOLUTIONARY PROPAGANDA AT FATSHAN

Revolutionary orators, mostly queueless men, are again to the fore. The people are evidently in sympathy with them, for while making their speeches the populace surround them and drive away any police that try to arrest them. Yesterday such a meeting was being held, and a young man wearing a kind of uniform riding a horse came by. The crowd took him for a mounted Police officer and dragged him from his horse and severely beat him before he could explain that he was not a member of the force. These proceedings have been reported to the Viceroy, who has given the local officials instructions as to how to deal with these agitators.

MORE SECRET SOCIETIES.

In the north of the province lie the Ying Tak and Ching Yuen districts. Both are very rocky and mountainous, and brigands abound. Lately a returned emigrant named Kong Hung, who is reported to be wealthy, has formed a new secret society which he has somewhat ironically (considering it exists for plunder) named *T'ai P'ing* (general peace). The society levies blackmail on all the landed proprietors and sends out the most blood-curdling letters to those who refuse to join. Hundreds have been terrorised into joining this brotherhood, and the members thereof meet at appointed times for drill and rifle practice, and, by they way, they are said to be armed with the most modern weapons. The officers of the district are quite powerless to stop the movement, which appears to be gaining ground daily.

EDUCATIONAL.

The Acting Educational Commissioner of Education is soon to give over the reins of office to his successor. He has done excellent work in this office, and if he only could be retained in the post there is no doubt that public education would greatly benefit. The Commissioner has just sent in a memorial to the effect that in the various Government Schools and Colleges there are many posts to which no work is attached, but mere sinecures given to poor relations of officials. He has recommended that, as the Treasury is in such a poor state, his successor should look into this matter without delay. The Viceroy is also much annoyed at the bad attendance at the Government schools, where, it is said, the number of students present is no greater than it was when the rising took place. The bad attendance is not only on the part of the pupils, but the teachers also.

THE RAINFALL IN HONGKONG.

The protracted spell of wet weather since the beginning of the month, though not perhaps exceptional, is at any rate unusual. Rain has fallen practically every day during May, and as the downpours have on occasions been torrential there is a general belief that the rainfall must be approaching the maximum, but such is not the case, as was elicited by inquiries addressed to the Observatory. The total rainfall this month up to 10 a.m. yesterday was 18.14 inches, which is largely in excess of the 1.955 in the same month last year, and of the 5.935 in April last. In the averages for the past 25 years the maximum rainfall in the month of May has been 48.84, the mean 12.29, and the minimum 1.15.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

Macao, May 25th.

THE POSTAL SENSATION.

Three months have passed since the sensational discovery of the embezzlement of Post Office funds, but so far as the public are concerned nothing is known as to what is taking place. The two officials alleged to be concerned are still in custody.

UNFAIR DISTINCTIONS.

The police are engaged visiting Chinese clubs and inns with a view to the suppression of gambling, but it is remarkable that clubs belonging to certain sections of the community are not harassed in any way. Why should there be such distinctions? All should be treated alike.

PETITION TO LISBON.

It is reported that signatures are being canvassed for a petition to be sent to Lisbon praying that Senor Machado be appointed to the substantive post of Governor of the Colony. The Chinese, it is added, are being asked for money to send a cable to this effect.

"THE FOLLIES."

Four hundred seats are booked for "The Follies" entertainment here to-night.

HARBOUR IMPROVEMENTS.

The latest news current in the colony is that the Acting Governor to-day received a telegram stating that the Lisbon Government has granted the sum of $162,000 for the harbour improvements at Macao. We have heard similar news so often that this latest announcement excites but little enthusiasm. Only two years ago 89 *Contos* (equivalent to about $180,000) were granted. What has become of this large sum of money I am unable to say.

H. E. THE GOVERNOR ON AN INSPECTION TOUR.

His Excellency, accompanied by the Hon. the Colonial Secretary and the Hon. the Director of Public Works, inspected the new Government Offices on Thursday afternoon and then proceeded to the new Law Courts, where they were joined by the Hon. Mr. Pollock.

His Excellency, with the Hon. the Director of Public Works, later made a series of inspections in the eastern portion of the City, including the Seamen's Institute (where the Rev. C. E. Thompson showed them over the building), the Public Works Department Stores Yard, No. 2 Police Station, &c., &c.

INDIA AND THE BIBLE.

Sir George Birdwood K.C.I.E., wrote last month to *The Times*:—

Sir Narayan Chandavarkar, B.A., LL.B., a Judge of the High Court, Bombay, and Vice-Chancellor of the University of Bombay, has a signed article in *The Times of India* of the 1st inst., written, as in letters of gold, on the English Bible, A.V., to which I am greatly desirous to give the further circulation of *The Times*, as you and your readers will readily understand in perusing the following extracts from the article. He writes:—

"During the last week his Majesty the King-Emperor did two kindly acts, one in quick succession after the other. He signed the Proclamation of the forthcoming Coronation Durbar at Delhi; and he replied in a tone of religious and Royal earnestness to an address presented to him by deputations of Christian bodies, headed by the Archbishop of Canterbury, with reference to the Tercentenary of the publication of the Authorized Version of the English Bible. The coincidence between the two events is accidental, but it is suggestive and providential. The Coronation is yet to come. The Tercentenary has come and is going. For England it has a deep meaning. Has it none for India—for us Indians? Let us see."

He concludes:—

"A grand book is this—the Authorized Version of the English Bible. It has made souls. No wonder Gladstone said of it:—'Always in straits the Bible in Church supplies my needs.' May it equally supply ours! At the same time let us not forget another translation of the Bible—the translation made by an English lady, mother of a pious son. Asked which of the different published translations of the Bible—Jerome's Vulgate, Luther's German Bible, the Authorized Version, and the Revised Version—this son preferred, he replied:—'I prefer my mother's translation.' 'What is that?' The boy answered:—'My mother has translated the Bible and translated it straight, too. Her everyday life is a translation of God's Word.'"

The pregnancy of these words, coming from a man of Sir N. Chandavarkar's intellectual pre-eminence, high culture, and sound orthodoxy as a Hindu of the Hindus, needs no emphasis from me.

I could from my own experience cite the instances of distinguished Indians, Hindus, Muslims, and Parsis the force of whose character, and influence over their country men, and English people has been due to their practice of regularly reading the Bible (the Prophets, the Psalms of David, and the Evangelists) as a part of their daily private worship. Also I take exception to the antithesis of the expression in a paragraph of Sir Narayan Chandavarkar I have omitted from my quotations:—"Christian England and non-Christian India." India is Christian—less Christian in forms and dogmas, but not less Christian in spirit; and, indeed, in spirit sometimes more Christian than England. No true-born Englishman, or English woman, has ever in truth and verity accepted the teaching of "The Sermon on the Mount." It is pure Hinduism, sterilized Aryanism; and for us, deceive ourselves as we may, it is absolutely unthinkable. The bedrock fact in this consideration is that the line of Prudentius (Hymnus Matutinus, 65),

"TU REX EOI SIDERIS,"

has a fuller and more fruitful significance for India and Asia generally than for England and Europe, and the Christianized Americas; and, year following year, this will, in the patience of God, come to be more and more clearly understood alike in India and in England, and to the infinite blessings, heavenly and earthly, of both.

BALANCE SHEETS AND LOST CAPITAL.

The following interesting correspondence has appeared in the *N. C. Daily News*:—

SIR,—The question as to whether a limited liability company, which has incurred losses in the carrying on of its business, should be compelled to apply to have its capital reduced, has no doubt been discussed on many previous occasions; and to the legal mind such a course—involving, as it does, a fundamental change in the Companies Acts—might be considered quite impracticable.

I venture to think, however, that could this change be carried into effect, the submission of Balance Sheets and Reports to meetings of shareholders and the financial position of Companies generally would be much better understood by the investing public than they are at present.

The form of Balance Sheet prescribed in the Schedule to the Companies Acts, shows:—"Profit and Loss—The disposable balance for the payment of dividends, etc." It says nothing about the undisposable loss; and it is not intelligible to many people to see a deficit in the shape of loss on Working Account, which may be growing worse year by year, grouped amongst the Assets on a Balance Sheet. Such treatment, to my mind, is wrong in principle and unsound in practice. The losses should be deducted from the paid-up capital on the other side of the Balance Sheet.

As everybody knows, if A and B, who are carrying on business in partnership and sharing profits and losses equally, sustain a loss on their year's working, such loss is written off their capital. It is a loss of capital and their Capital Accounts are thereby reduced to that extent. Why should the same thing not apply to a company? A and B hold a large number of ten tael shares (fully paid) in the X. Y. Co. It is found when the accounts are made up for the financial year that a loss of 20 per cent. of the capital, or Tls. 2 per share, has been incurred. If the capital of the company were reduced to this extent A and B and their fellow shareholders start the next year with a "clean bill of health." The company, we will say, the next year does well and is able to pay a dividend on that year's working. The shareholders will get their dividend, as they will not be confronted with a big balance brought forward from the previous year to the debit of Working Account, which under existing conditions takes years to wipe out.

I do not suggest that if a small loss is sustained by a company that its capital should be immediately reduced, but I do maintain that:—

(1) Every Balance Sheet should show its losses deducted from the paid-up capital.

(2) A company should be compelled to reduce its capital if, say, at least 20 per cent. of such capital has been lost.

As mentioned above, the framers of laws may find it difficult to make alterations to those clauses in the Companies Acts dealing with the reduction of Capital. Could not this be carried into effect automatically? That is to say—If it is proved to the satisfaction of this, the annual meeting, of the X. Y. Company that the company has sustained losses exceeding 20 per cent. of its paid-up capital, then in accordance with section so and so of the Companies Acts, 1920, the capital of the company be reduced to so and so, etc., etc.

The present cumbersome method of lengthy notices of meetings and special resolutions would thus be obviated.—I am, etc.,

J. MORTIMER REID.

[illegible], May 19, [illegible]

SIR,—In case any of your readers in this "many-companied" Settlement may feel inclined to take Mr. Reid's remarks on the above subject seriously, the "other side of the question" may be of some interest.

We all know that in a private partnership losses are deducted from Capital Account, and we have also seen how in the Balance Sheet of a Limited Company, Capital Account is kept intact while losses are carried forward to be made good by subsequent profits before a dividend can be distributed. The reason for this is not far to seek.

When an individual trader (or a partnership) obtains credit, it is clearly understood that the liability is unlimited; that is to say, if the partnership assets are not sufficient to pay the creditors, the individual partners may be sued as such and their private property distrained on. It is therefore, clearly only the business of the persons concerned how much profit is to be distributed and how far capital is to remain intact so long as their business friends are satisfied to give them credit. Mr. Reid asks "Why should the same thing not apply to a company?" Obviously because he is referring to a Limited Company; that is to say, where the liability is limited, so that the individuals who subscribed the capital cannot be called upon to pay one penny more after the nominal value of this share has once been paid to the Company.

Now reduction of capital applied in this sense is nothing more than the setting off of losses against capital, so that subsequents profits may be distributed without first making good those previous losses. And the money so distributed in dividend leaves so much less security for the creditor who arranged to give credit on the strength of the original capital.

This, then, is the reason why the Companies Act provides "the present cumbersome method of lengthy notice of meetings and special Resolutions," which your correspondent wishes to obviate and without which the creditor could be openly robbed of his security. Sections 46 to 50 of the Companies (Consolidation) Act, 1908, practically cover the whole matter, and they have come to stay.

There are still a few flaws in our extremely sound Company Law, but it certainly leaves no room for the gimcrack finance advocated by your correspondent.—I am, etc.,

RECTE NUMERARE.

Shanghai, May 19.

"FANCY" RISKS AT LLOYD'S.

Those underwriting members of Lloyd's who make a business of "fancy" risks, a recent London paper says, have for some time been turning their attention to insurances covering the next Budget as well as the Coronation.

The last rate quoted to pay a loss in the event of the duty on sugar being abolished was 20 guineas per cent., while several policies to cover a reduction in the tea duty have been taken out at 25 guineas per cent, the equivalent premium for coffee and cocoa being 35 guineas per cent. Some large insurances have been effected by traders whose interests are bound up with the Coronation, and 10 per cent. has been paid to cover a claim should the ceremony not take place before the end of the year. In one or two cases policies have been taken out on the lives of the King and Queen until the end of the year at the rate of 4 guineas per cent., while a "Royal Family" risk has been accepted insuring the lives of the King and Queen and their children for the same period, the premium in this instance being 10 guineas per cent.

THE NEW SHIPPING CONVENTIONS.

The British Government laid before Parliament last month the Conventions for the Unification of certain rules of law respecting (1) Collisions, and (2) Assistance and Salvage at Sea signed at Brussels last year by the representatives of 26 Powers. The Conventions, which are printed in French and English, read as follows:—

Convention for the Unification of certain rules of law with respect to Collisions.

Article 1. Where a collision occurs between seagoing vessels or between sea-going vessels and vessels of inland navigation, the compensation due for damages caused to the vessels, or to any things or persons on board thereof, shall be settled in accordance with the following provisions, in whatever waters the collision takes place.

Article 2. If the collision is accidental, if it is caused by *force majeure*, or if the cause of the collision is left in doubt, the damages are borne by those who have suffered them.

This provision is applicable notwithstanding the fact that the vessels, or any one of them, may be at anchor (or otherwise made fast) at the time of the casualty.

Article 3. If the collision is caused by the fault of one of the vessels, liability to make good the damages attaches to the one which has committed the fault.

Article 4. If two or more vessels are in fault the liability of each vessel is in proportion to the degree of the faults respectively committed. Provided that if, having regard to the circumstances, it is not possible to establish the degree of the respective faults, or if it appears that the faults are equal, the liability is apportioned equally.

The damages caused, either to the vessels or to their cargoes or to the effects or other property of the crews, passengers, or other persons on board, are borne by the vessels in fault in the above proportions, and even to third parties, a vessel is not liable for more than such proportion of such damages.

In respect of damages caused by death or personal injuries, the vessels in fault are jointly as well as severally liable to third parties, without prejudice, however, to the right of the vessel which has paid a larger part than that which, in accordance with the provisions of the first paragraph of this article, she ought ultimately to bear, to obtain a contribution from the other vessel or vessels in fault.

It is left to the law of each country to determine, as regards such right to obtain contribution, the meaning and effect of any contract or provision of law which limits the liability of the owners of a vessel towards persons on board.

Article 5. The liability imposed by the preceding articles attaches in cases where the collision is caused by the fault of a pilot, even when the pilot is carried by compulsion of law.

Article 6. The right of action for the recovery of damages resulting from a collision is not conditional upon the entering of a protest or the fulfilment of any other special formality.

All legal presumptions of fault in regard to liability for collision are abolished.

Article 7.—Actions for the recovery of damages are barred after an interval of two years from the date of the casualty.

The period within which an action must be instituted for enforcing the right to obtain contribution permitted by paragraph 3 of article 4 is one year from the date of payment.

The grounds upon which the said periods of limitation may be suspended or interrupted are determined by the law of the court where the case is tried.

The high contracting parties reserve to themselves the right to provide, by legislation in their respective countries, that the said periods shall be extended in cases where it has been possible to arrest the defendant vessel in the territorial waters of the State in which the plaintiff has his domicile or principal place of business.

Article 8. After a collision, the master of each of the vessels in collision is bound, so far as he can do so without serious danger to his vessel, her crew and her passengers, to render assistance to the other vessel, her crew and her passengers.

He is likewise bound so far as possible to make known to the other vessel the name of his vessel and the port to which she belongs, and also the names of the ports from which she comes and to which she is bound.

A breach of the above provisions does not of itself impose any liability on the owner of a vessel.

Article 9. The high contracting parties whose legislation does not forbid infringement of the preceding article bind themselves to take or to propose to their respective Legislature the measures necessary for the prevention of such infringement.

The high contracting parties will communicate to one another as soon as possible the laws or regulations which have already been or may be hereafter promulgated in their States for giving effect to the above undertaking.

Article 10. Without prejudice to any conventions which may hereafter be made, the provisions of this convention do not affect in any way the law in force in each country with regard to the limitation of shipowners' liability, nor do they affect the legal obligations arising from contracts of carriage or from any other contracts.

Article 11. This convention does not apply to ships of war or to Government ships appropriated exclusively to a public service.

Article 12. The provision of this convention shall be applied as regards all persons interested when all the vessels concerned in any action belong to States of the high contracting parties, and in any other cases for which the national laws provide.

Provided always that—

1. As regards persons interested who belong to a non-contracting State, the application of the above provisions may be made by each of the contracting States conditional upon reciprocity.

2. Where all the persons interested belong to the same State as the court trying the case, the provisions of the national law and not of the convention are applicable.

Article 13. This convention extends to the making good of damages which a vessel has caused to another vessel, or to goods or persons on board either vessel, either by the execution or non-execution of a manœuvre or by the non-observance of the regulations, even if no collision had actually taken place.

Article 14. Any one of the high contracting parties shall have the right, three years after this convention comes into force, to call for a fresh conference with a view to possible amendments, and particularly with a view to extending, if possible, the sphere of its application.

Any Power exercising this right must notify its intention to the other Powers, through the Belgian Government, which will make arrangements for convening the conference within six months

States which have not signed this convention are allowed to adhere to it on request. Such adhesion shall be notified through the diplomatic channel to the Belgian Government, and by the latter to each of the other Governments; it shall become effective one month after the sending of the notification by the Belgian Government.

Article 15. The convention shall be ratified.

After an interval of at most one year from the day when the Convention is signed, the Belgian Government shall place itself in communication with the Governments of the high contracting parties which have declared themselves prepared to ratify the Convention, with a view to deciding whether it should be put into force.

The ratifications shall, if so decided, be deposited forthwith at Brussels, and the Convention shall come into force a month afterwards.

The protocol shall remain open another year in favour of the States represented at the Brussels Conference. After this interval they can only adhere to it on conforming with the provisions of article 15.

Article 17. In the case of one or other of the high contracting parties denouncing this convention, such denunciation shall not take effect until a year after the day on which it has been notified to the Belgian Government, and the convention shall remain in force as between the other contracting parties.

ADDITIONAL ARTICLE.

Notwithstanding anything in the provisions of article 16, it is agreed that it shall not be obligatory to give effect to the provisions of article 5, establishing liability in cases where a collision is caused by the fault of a pilot carried by compulsion of law, until the high contracting parties shall have arrived at an agreement on the subject of the limitation of liability of ship owners.

In witness whereof, the Plenipotentiaries of the several high contracting parties have signed this convention and have affixed their seals hereto.

Drawn up at Brussels, in one copy, the 23rd September, 1910.

Convention for the Unification of certain Rules of Law respecting Assistance and Salvage at Sea.

Article 1. Assistance and salvage of sea-going vessels in danger, of any things on board, of freight and passage money, and also services of the same nature rendered by sea-going vessels to vessels of inland navigation or *vice versa*, are subject to the following provisions, without any distinction being drawn between these two kinds of services [viz., assistance and salvage], and in whatever waters the services have been rendered.

Article 2. Every act of assistance or salvage which has had a useful result gives a right to equitable remuneration.

No remuneration is due if the services rendered have no beneficial result.

In no case shall the sum to be paid exceed the value of the property salved.

Article 3. Persons who have taken part in salvage operations notwithstanding the express and reasonable prohibition on the part of the vessel to which the services were rendered have no right to any remuneration.

Article 4.—A tug has no right to remuneration for assistance to or salvage of the vessel she is towing or of the vessel's cargo, except where she has rendered exceptional services which cannot be considered as rendered in fulfilment of the contract of towage.

Article 5. Remuneration is due notwithstanding that the salvage services have been rendered by or to vessels belonging to the same owner.

Article 6. The amount of remuneration is fixed by agreement between the parties and, failing agreement, by the court.

The proportion in which the remuneration is to be distributed amongst the salvors is fixed in the same manner.

The apportionment of the remuneration amongst the owner, master and other persons in the service of each salving vessel shall be determined by the law of the vessel's flag.

Article 7. Every agreement as to assistance or salvage entered into at the moment and under the influence of danger may, at the request of either party, be annulled or modified by the court if it considers that the conditions agreed upon are not equitable.

In all cases, when it is proved that the consent of one of the parties is vitiated by fraud or concealment or when the remuneration is, in proportion to the services rendered, in an excessive degree too large or too small, the agreement may be annulled or modified by the court at the request of the party affected.

Article 8. The remuneration is fixed by the court according to the circumstances of each case on the basis of the following considerations: (a) Firstly, the measure of success obtained, the efforts and deserts of the salvors, the danger run by the salved vessel, by her passengers, crew and cargo, by the salvors, and by the salving vessel; the time expended, the expenses incurred and losses suffered, and the risks of liability and other risks run by the salvors, and also the value of the property exposed to such risks, due regard being had to the special appropriation (if any) of the salvors' vessel for salvage purposes; (b) secondly, the value of the property salved.

The same considerations apply for the purpose of fixing the apportionment provided for by the second paragraph of article 6.

The court may deprive the salvors of all remuneration, or may award a reduced remuneration, if it appears that the salvors have by their fault rendered the salvage or assistance necessary or have been guilty of theft, fraudulent concealment, or other acts of fraud.

Article 9. No remuneration is due from persons whose lives are saved, but nothing in this article shall affect the provisions of the national laws on this subject

Salvors of human life, who have taken part in the services rendered on the occasion of the accident giving rise to salvage or assistance, are entitled to a fair share of the remuneration awarded to the salvors of the vessel, her cargo, and accessories.

Article 10. A salvage action is barred after an interval of two years from the day on which the operations of assistance or salvage terminate.

The grounds upon which the said period of limitation may be suspended or interrupted are determined by the law of the court where the case is tried.

The high contracting parties reserve to themselves the right to provide, by legislation in their respective countries, that the said period shall be extended in cases where it has not been possible to arrest the vessel assisted or salved in the territorial waters of the State in which the plaintiff has his domicile or principal place of business.

Article 11. Every master is bound, so far as he can do so without serious danger to his vessel, her crew and her passengers, to render assistance to everybody, even though an enemy, found at sea in danger of being lost.

The owner of a vessel incurs no liability by reason of contravention of the above provision.

Article 12. The high contracting parties whose legislation does not forbid infringements of the preceding article bind themselves to take or to propose to their respective legislatures the measures necessary for the prevention of such infringements.

The high contracting parties will communicate to one another as soon as possible the laws or regulations which have already been or may be hereafter promulgated in their States for giving effect to the above provision.

Article 13. This convention does not affect the provision of national laws or international treaties as regards the organisation of services of assistance and salvage by or under the control of public authorities, nor, in particular, does it affect such laws or treaties on the subject of the salvage of fishing gear.

Article 14. This convention does not apply to ships of war or to Government ships appropriated exclusively to a public service.

Article 15.—The provisions of this convention shall be applied as regards all persons interested when either the assisting or salving vessel or the vessel assisted or salved belongs to a State of the high contracting parties, and in any other cases for which the national laws provide.

Provided always that—

1. As regards persons interested who belong to a non-contracting State the application of the above provisions may be made by each of the contracting States conditional upon reciprocity.

2. Where all the persons interested belong to the same State as the court trying the case, the provisions of the national law and not of the convention are applicable.

3. Without prejudice to any wider provisions of any national laws, article 11 only applies as between vessels belonging to the States of the high contracting parties.

Article 16. Any one of the high contracting parties shall have the right, three years after this convention comes into force, to call for a fresh conference with a view to possible amendments, and particularly with a view to extending, if possible, the sphere of its application.

Any Power exercising this right must notify its intention to the other Powers, through the Belgian Government, which will make arrangements for convening the conference within six months.

Article 17. States which have not signed this convention are allowed to adhere to it on request. Such adhesion shall be notified through the diplomatic channel to the Belgian Government, and by the latter to each of the Governments of the other contracting parties; it shall become effective one month after the sending of the notification by the Belgian Government.

Article 18. This Convention shall be ratified.

After an interval of at most one year from the day on which the convention is signed, the Belgian Government shall place itself in communication with the Governments of the high contracting parties which have declared themselves prepared to ratify the convention, with a view to deciding whether it would be put into force.

The ratifications shall, if so decided, be deposited forthwith at Brussels, and the convention shall come into force a month afterwards.

The protocol shall remain open another year in favour of the States represented at the Brussels Conference. After this interval they can only adhere to it on conforming with the provisions of article 17.

Article 19. In the case of one or other of the high contracting parties denouncing this convention, such denunciation shall not take effect until a year after the day on which it has been notified to the Belgian Government, and the convention shall remain in force as between the other contracting parties.

In witness whereof, the plenipotentiaries of the respective high contracting parties have signed this convention and have affixed their seals thereto.

Drawn up at Brussels, in one copy, 23rd September, 1910.

COST OF THE CORONATION.

TOTAL OF MILLIONS.

The estimate for the cost of the Coronation set forth by the Treasury is given at £185,000. In the case of King Edward, the original estimate was £100,000. These two amounts compare with £70,000 as the cost of the Coronation of Queen Victoria, £45,000 in the instance of William IV., and £138,238 at the crowning of George IV.

It will be apparent, therefore, says the *Daily Graphic*, that no fixed sum can be taken as a precedent for these occasions, and that the estimate depends upon the state of the country's finances. When King Edward came to the throne Mr. Balfour's Government named £100,000—which was in a comparative sense modest—because the country had just emerged from an expensive war. Of the amount now set apart for the Coronation in June, at least £5,000 has been earmarked for the entertainment of foreign envoys.

When one remembers all that is involved in the Coronation, the variety of interests that have to be considered, the position of the guests that will then be on a visit to these shores, the adequate entertainment that is necessary for the prestige of the British Empire, and the great ceremony that has to be carried out with dignity and ritual fitting the occasion, then the sum mentioned cannot be considered excessive.

In June, for instance, we shall have as Coronation guests a number of Indian visitors, who, when the Sovereign and his Consort arrive in India next year, will dispense a lavish hospitality in honour of the event. To the Eastern eye the Coronation is even to a greater extent than to the more prosaic Englishman, a symbol and suggestion that encourage loyalty and indicate the strength, variety, and vitality of the Empire.

The ceremony in the Abbey, the Naval Review, the second day's procession through the streets of London, and all the other important items in the Coronation programme, possess, therefore, an interest and importance far beyond the purely commercial estimate of cost.

SPIRIT OF HOSPITALITY.

But the charge upon the Imperial Exchequer is only one item in the Coronation balance-sheet. Much more will come from the individual pockets of the King's subjects who are anxious to distinguish the event by a spirit of hospitality and goodwill. This is the feeling that has, for instance, called forth the organisation of which Lord Cheylesmore is treasurer for the entertainment of the Colonial troops who are to take part in the Coronation. In addition, the great social leaders are already vying with each other in the preparations planned for receptions, garden parties, balls, etc. Similar festivities will follow later in the country houses for the entertainment of the chief visitors, so that they can meet representative English Society amidst the beauty of rural England.

If one, for instance, estimated the cost of the Coronation, say, to some ducal or other house in respect to the provisions of robes, coronets, and jewels for the ladies, entertainment to Coronation visitors, and treats to tenantry and others, we should find that a considerable inroad was made into a year's income, even if this were not altogether more than mortgaged. Multiplied by the number of those in the peerage, we have a total—though of individual varying amount—that will run into hundreds of thousands. Probably we should not prove incorrect if we said that the Coronation expenditure of the peerage will amount to not much less than £1,000,000.

The plans of the peerage will be followed to some extent by the foreign Ambassadors and Ministers resident in London, and attached to the Court of St. James's, who have made arrangements to entertain the distinguished representatives of their own countries. Likewise, we may be sure that Colonial Premiers and statesmen will have no cause of complaint that they have been overlooked in this respect by the Mother Country

SHARE OF THE MUNICIPALITIES.

It is early yet to state in detail what the important municipalities will expend in celebrating the Coronation. As an example, however, we may say that the City of London, always foremost in such matters, because of its unique privileges, has voted £25,000 for the purpose. The Corporation will decorate and illuminate the whole of the route over which the King and Queen will pass on the second day, including all the City liege. Both the King and Queen are to be present at the Guildhall luncheon, and for the occasion the whole of the Guildhall Yard is to be canopied, while the Royal party will pass between tiers of seats, from which the City's representatives can greet their Majesties.

The Westminister City Council will expend £7,000—two thirds of which is to provide for a fine scheme of street decoration designed by Sir William Richmond, R.A., and Mr. Frank Brangwyn, and other artists. Finsbury Borough Council has also estimated for a sum of £2,000, Woolwich £1,000, and Paddington for £500, and so on. Mr. John Burns has already stated that the precedent of 1902 is to be followed, and in order to obviate financial difficulties and reasonable expenditure in connection with the Coronation will be sanctioned by the Local Government Board.

In the provinces no fixed rule will be adopted by the great municipalities. Some will apportion sums out of the rates varying in amount according to the size of the city or borough, whilst others intend to raise a voluntary fund. For instance, Eastbourne has set itself to obtain £1,000 by means of subscription. Whether by rate or voluntary effort, the total to be provided by the municipalities throughout the Kingdom will represent an enormous sum, which must be stated in millions. Compared to this the thousand bonfires at £10 each to represent beacon fires will only represent a small item.

This expenditure, entailed upon the small as well as the great, at home and abroad, by the Coronation, which will be so readily borne, represents to some extent the loyalty of the people to the Crown. At the same time it does not mean a commercial loss. The bulk of it will stimulate genuine trades.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated May 26th stated:—

Our market has ruled quieter during the past week and prices generally do not show much change. Rubbers have attracted practically no attention during the interval, and the market, which reflects the quietness prevailing at Home, closes without feature. Fine Hard Para Rubber in London has fluctuated between 4/4 and 4/5 per lb., closing quiet at the latter rate. Bar Silver closes at 24 5/16d per oz., and Sterling T. T. at 1/9 3/8d. The open market rate of discount has advanced to 2⅜ per cent., but there is again no change in the Bank of England rate, which remains at 3 per cent. Shanghai T. T. closes at 74½.

BANKS.—Hongkong and Shanghais continue quiet at $895 sellers, with probable buyers of small lots at $890. The London rate has declined 10/-, and now stands at £87 10s. Nationals have been done at $80 and close in further request.

MARINE INSURANCES.—Unions have been booked at $815 and close steady. North Chinas are wanted at Tls. 155, Yangtszes at $190, and China Traders at $105. Small sales of Cantons are reported at the reduced rate of $175.

FIRE INSURANCES.—Hongkongs are procurable at $325. Chinas are firm at $118 buyers, with small sales at that rate and $119.

SHIPPING.—Hongkong, Canton and Macao have been booked at $30½, $30¾ and $31, closing with buyers at $30¾. Indo-Chinas are quieter and close with sellers at $69 for preferred and deferred combined. The London quotation per Router is unchanged at £6 10s.—China and Manilas after a rapid advance to $13, which they just touched, fell away swiftly to $11 sellers, at which they close, buyers offering $10½. Douglases are quiet at $19, and Star Ferrys at $26 and $15 for old and new respectively. There are sellers of Shell Transports in London at 88/9.

REFINERIES.—China Sugars are easier at $94, and the offer of a slightly lower rate would probably lead to business. Luzons are neglected and the quotation of $20 is purely nominal.

MINING.—Charbonnages and Raubs are unchanged at last week's quotations, but there are buyers of Chinese Engineerings at Tls. 11½.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been booked at $53½, at which rate the market closes quiet with probable sellers. Kowloon Wharves have been done at $48. New Amoy Docks found buyers at $7½, and more are enquired for. Shanghai Docks come lower from the North at Tls. 60, but there are buyers of Shanghai and Hongkew Wharves at the improved rate of Tls. 87.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have changed hands at $95 and $94, closing with sellers at the latter rate. Kowloon Lands have been booked at $25 and West Points at $47. Humphreys Estates have sold at $6.10, closing with probable sellers. Hongkong Hotels close firm but unchanged at $115 and $75 for old and new respectively. Shanghai Lands are still quoted at Tls. 99 and Manila Metropole Hotels at Pesos 11.

COTTON MILLS.—Hongkongs have buyers at $4 with probable sellers at $4½. Quotations for the Northern Mills are as follows, viz.:—Ewos Tls. 85, Soy Chees Tls. 20, Internationals Tls. 47½, and Laou Kung Mows Tls. 57.

MISCELLANEOUS.—Dairy Farms are wanted at $20, Green Island Cements at $3.20, Ropes at $16¾, Union Water Boats at $6½, Watsons at $5½, Powells at $3.10 and Steam Fisheries at $7½. Fenwicks have so'd and have further sellers at $5, Electrics at $21½ and Watkins at $3.

RUBBERS AND TIN.—The following closing quotations—middle prices—have been received from London by wire from London to-day:—

Highlands and Lowlands	85/-
Ledburys	67/6
London Asiatics	10/6
London Ventures	2/9
United Serdangs	91/3
Allagars	4/3
Batu Tigas	82/6
Sapongs	30/-
Linggis	42/3
Anglo-Malays	18/-
Straits Bertams	6/-
Patalings	45/-
Vallambrosas	28/9
Eastern and International Trusts	2/9 prem.
Rubber Trusts	12/6 prem.
Tronoh Tin Mines	57/-

A BOOM IN TIN.

The *Times of Malaya* predicts a boom in tin shares owing to the excellent condition of the metal market and the high prices which will be maintained during 1911 and probably longer. The tin plate industry is flourishing, and there is a good demand for ready and forward deliveries. Much interest is being shown at Home in Malayan tin shares.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, and special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: PRESS *Codes: A.B.C. 5th Ed. Lieber's.*

NEW ADVERTISEMENTS

BANK HOLIDAYS.

IN Accordance with Ordinance No. 2 of 1875 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on SATURDAY, 3rd, and MONDAY, 5th June.

Hongkong, 27th May, 1911. [751

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of May, 1911, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND South of Victoria Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years. [754

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.W.	S.E.	N.E.	S.W.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet		$	$
Rural Building Lot No. 155.		South of Victoria Rd. near Mount Davis Battery.	70	70	70	70	4,900	12	294

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

"KUMERIC."

FROM HONGKONG,

ON TUESDAY, THE 6TH JUNE.

To be followed by the Steamer

LUCERIC ... ... 30th June.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY CO.,
Hongkong.

Hongkong, 27th May, 1911. [753

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SURUGA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LTD.,
Agents.

Hongkong, 26th May, 1911. [748

THE *HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT* is now ready and contains:—

Epitome of the Week's News.
Leading Articles:
Foreign Loans for China's Railways.
Politics in China.
Empire Day.
Sea Power in the Pacific.
Affairs in Portugal.
Random Reflections.
Hongkong News.
Empire Day—Observance in Hongkong.
King's Birthday and Coronation.
Government House.
The New Commanding Royal Engineer.
Supreme Court.
Soldier Convicted of Larceny.
The State of Canton.
Hongkong Sanitary Board.
Hongkong Cricket Club.
Correspondence:
The Condensed Milk Question.
Another China Loan.
Company Report:—
The "Star" Ferry Co., Ltd.
Coronation Celebrations.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

$1 Cash for three copies.

Subscription; $12 per annum, payable in advance; postage $2.

Hongkong, 27th May, 1911.

NEW ADVERTISEMENT

WANTED.

A SECOND-HAND SEA-GOING STEAM-LIGHTER or SMALL COASTING STEAMER, deadw. c.c. abt. 140 tons, maximum draught aft 7' 6", comp. surf. cond. Engine, large hold and hatchway, derrick and steam-winch to lift 3 tons, maximum breadth of vessel over all 20 feet.

Letters, stating prices, port where the vessel could be inspected, Coal Consumption, Class, if any, and all further particulars to—

P. LANDBERG & ZOON,
752] Batavia.

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING, postponed from SATURDAY, the 20th instant, will be held TO-DAY (SATURDAY), the 27th instant, commencing at 3.30 P.M.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.

Hongkong, 26th May, 1911. [745

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL, at 12 NOON, on TUESDAY, the 30th day of May, 1911, when the following Special Resolutions will be submitted:—

1. That GEO. FENWICK & Co., LTD., be wound up voluntarily.
2. That the partners in the Firm of Messrs. PERCY SMITH, SETH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.

Hongkong, 22nd May, 1911 [740

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 2nd day of June, 1911, at 11.30 A.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 30th May, to SATURDAY, 3rd June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 26th May, 1911. [746

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the NATIONAL BANK OF CHINA, LIMITED, will be held at St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the Twenty-fourth day of June, 1911, at 12.30 o'clock P.M., for the purpose of considering and, if thought fit, passing as Extraordinary Resolutions, the following Resolutions, that is to say:—

(1) That the Company be wound-up voluntarily, and that ARTHUR RYLANDS LOWE, Chartered Accountant, of Thorner's Chambers, Fenchurch Street, London, E.C., and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.
(2) That the Liquidator be authorised to pay out of the funds of the Company a sum not exceeding $100,000 as compensation to members of the Company's staff.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated Fifteenth day of March, 1911.

By Order of the Board,
J. SCOTT HARSTON,
504] Chairman.

BUTTER.

OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

THE

DAIRY FARM CO., LTD.,

[36

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED—Ex ENGLISH MAIL.

YOU WILL FIND OUR RANGE INCOMPARABLE

FOR QUALITY, STYLE AND PRICES.

NEW FASHION STYLE BATHING DRESSES AND CAPS.

White Lace Striped Muslins, Printed Dress Voiles, White Swiss Embroidered Muslins, Robe Muslins, White Embroidered Striped Dress Muslins, White Fancy Shirting, Mercerised Stripe Fancy Voiles, "The Elite" Stripe Dress Fabrics, &c., &c.

LATEST STYLES LADIES' STOCKINGS:—
Plain Finest Maco Lisle Black, Tan High Spliced and Double Soled.
Plain Finest Side Silk Clox Lisle Black, Tan.
Lace " " " " " " "
Plain Silk Black Stockings.
Lace " " "
Also Boys and Girls, Best Values.

HOOSAIN-ALI & CO.,
No. 14, Queen's Road Central.

Hongkong, 1st May, 1911. [38

PUBLIC COMPANIES

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. DODWELL & Co., LTD., Queen's Buildings, THIS DAY (SATURDAY), 27th inst., at 12.15 P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1911.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 20th, to SATURDAY, 27th inst., inclusive.

W. S. BROWN,
Acting Secretary.

Hongkong, 27th May, 1911. [743

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate with respect to 3 Shares numbered 6662/6664 in the above-named Company standing in the name of MRS. MARIA PEREIRA MARQUES (deceased), of Macao, has been LOST, and should the same not be produced before the 2nd June, a new Scrip Certificate will be issued in favour of the said MRS. MARIA PEREIRA MARQUES (deceased), and no transaction taking place under the old Scrip Certificate will be recognised by the Company.

JARDINE MATHESON & Co., LTD.,
General Managers.

Hongkong, 18th May, 1911. [731

WANTED

WANTED.

AN Experienced LADY TEACHER for Young Lady unacquainted with the English language. State terms, number of lessons given per week, hours, etc.

Apply to—
"118,"
Care of "Daily Press" Office.

Hongkong, 22nd May, 1911 [736

EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply—
A. B. C.,
Care of "Daily Press" Office.

Hongkong, 17th May, 1911. [715

FOR SALE

HOTEL FOR SALE.

AT Coast Port; as a going concern. Proprietor retiring.

For further Particulars apply to
"HOTEL,"
Care of "Daily Press" Office.

Hongkong, 5th May, 1911. [671

FOR SALE OR TO LET.

"KENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tram, 7 minutes by 'Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd February, 1911. [270

FOR SALE.

IN SHAMEEN, British Concession, Canton, TWO VALUABLE GROUND LOTS, Middle Avenue.

For Particulars, apply to—
HERBERT DENT & Co.,
Canton.

Canton, 1st March, 1911. [390

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS,

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - - $3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911, Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited. [544

TO LET

TO LET.

NO. 4, ORMSBY VILLAS, Kowloon.

Apply to—
SPANISH DOMINICAN PROCURATION.

Hongkong, 22nd April, 1911. [626

TO LET.

9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.). From 1st May, 1911.

10, MOUNTAIN VIEW.

Apply— "Y. Z."
Care of "Daily Press" Office.

Hongkong, 4th April, 1911. [491

TO LET.

TOP FLOOR, No. 6, Ice House Street, suitable for Office and/or Dwelling purposes.

Apply— A. B. AVASIA,
No. 1, Duddell Street.

Hongkong, 15th May, 1911. [707

TO LET.

FIRST FLOOR of No. 4, DES VŒUX ROAD CENTRAL.

GODOWNS in Masons Lane good for storage of Wines and other Articles, Rent moderate.

Apply to—
DAVID SASSOON & Co., LTD.

Hongkong, 20th May, 1911. [627

TO LET—NEAR CLOCK TOWER.

SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices. Ground and First Floor.

Apply "REX,"
Post Office Box 418.

Hongkong, 9th May, 1911. [687

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1911. [116

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 14th February, 1911. [543

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply— CHATER & MODY.

Hongkong, 31st March, 1911. [121

TO LET.

NOS. 9 and 10, MACDONNELL ROAD.

GODOWNS, To Let, at Blue Buildings, 4A, Praya East.

"CREGGAN," 39, The PEAK.

OFFICES in KING'S BUILDING, 4th floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 24th May, 1911. [113

TO LET.

ELEGANTLY Furnished and arranged Flat To Let. Cool and every convenience. Spacious Verandahs, Fine Views back and front. Moderate Rental.

Apply to—
"LUXURY,"
Care of "Daily Press" Office.

Hongkong, 18th May, 1911. [722

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 7th April, 1911. [575

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.

No. 2A, D'AGUILAR STREET (Suitable for Godown, Etc.), All of which are at present occupied by VIENNA CAFE & Co., LTD.

For Particulars, Etc.

Apply to— YEE SANG FAT,
Same Address.

Hongkong, 24th February, 1911. [362

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1911. [114

TO LET.

OFFICES on Ground and First Floor in Chater Road. Very central position.

WOODLANDS VILLA, West, 25, Seymour Road, furnished.

No. 18, BELILIOS TERRACE.

No. 9, BEACONSFIELD ARCADE (Shop).

The EYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911.

No. 57, PRAYA GRANDE, Macao.

FOR SALE.—THE CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 10th May, 1911. [118

AUCTION

PUBLIC AUCTION
OF
HIGH-CLASS MACHINERY and ELECTRICAL FITTINGS.

THE Undersigned has received instructions to Sell by Public Auction,

On FRIDAY,

the 2nd June, 1911, Commencing at 10 A.M., at the Godowns situate in Wild-dell, Wanchai,

A LARGE QUANTITY OF
HIGH-CLASS MACHINERY, &c.

Comprising:—

DUPLEX MARINE OIL ENGINE with auxiliary starting motor, complete (suitable for tug or lighter), 2 STEAM SET GENERATORS (115 volts, 46.5 and 37.4 amp), 3 LANCASHIRE DYNAMO and ELECTRIC Co.'s GENERATORS (250 and 500 volts), VERTICAL ENGINE, KIRCHNER'S BAND SAWING MACHINE, PANEL PLANING MACHINE and WOOD TURNING LATHE, DRILLING MACHINE, CONCRETE BLOCK MACHINES, CONCRETE MIXER, BRICK-MAKING MACHINES, Gould's DUPLEX and "CHALLENGE" PUMPS, Klein's HAND PUMPS and RETAINING and FOOT VALVES, Alex. Young's HORIZONTAL BOILER FEED DUPLEX PUMPS, PRESSURE GAUGE TESTING PUMP, PISTON PUMP, HORSE GEARS, INCUBATOR, 14", 15 amp. 3100 cp. SEARCHLIGHT, PORTABLE WAREHOUSE, CRANES, VACUUM CLEANERS, GAS PLANT, 3" ARMOURED HOSE, CAST IRON GATE VALVES, BRASS GLOBE, ANGLE and CHECK VALVES, &c., &c.

ALSO

A QUANTITY OF
ELECTRICAL FITTINGS, viz.: WIRES, CABLES and LEAD COVERED WIRE, SHIP'S FITTINGS, &c., &c.

Inspection orders on application.

Now on View.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 19th May, 1911. [729

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ..... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ..... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [659

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... ... Gold $3,250,000
RESERVE FUND ... ... Gold $3,250,000
Gold $6,500,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.
For 6 " 3½ " "
For 3 " 3 " "

GEORGE HOGG,
Manager,
No. 9, Queen's Road, Central.

Hongkong, 21st February, 1911. [428

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, 24th January, 1911. [2

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 12,378,100 (£1,031,500)
Reserve Fund Fl. 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

C. WOLDRINGH, Manager,
No. 16, Des Vœux Road Central.

Hongkong, 4th August, 1909. [24

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Tls 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—

KONNIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIRECTION DER DISCONTO-GESELLSCHAFT
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-GESELLSCHAFT
BANK FUER HANDEL UND INDUSTRIE
} Berlin.

ROBERT WARSCHAUER & Co.
MENDELSSOHN & Co.
M. A. VON ROTHSCHILD & SOEHNE
JACOB S. H. STERN
} Frankfurt a M.

NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

E. TIMMERSCHEIDT,
Manager.

Hongkong, 16th January, 1911. [25

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,000
RESERVE FUND 325,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months ... ... 4 per cent.
For 6 " ... ... 3½ per cent.
For 3 " ... ... 2½ per cent.

F. C. MACDONALD,
Acting Manager.

Hongkong, 29th April, 1911. [22

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUND ..... " 16,850,000
Date ... ... 13th March, 1911.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo	London	Osaka
Nagasaki	San Francisco	Lyons
New York	Shanghai	Honolulu
Bombay	Tientsin	Hankow
Newchwang	Dalny	Peking
Antung	Liaoyang	Port Arthur
Tieling	Chiang Chun	Mukden
Kobe		

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 4% per annum
" " " " 6 " 3½% "
" " " " 3 " 2½% "

TAKEO TAKAMICHI.
Manager.

Hongkong, 13th March, 1911. [441

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/-=$15,000,000
SILVER $16,250,000
$31,250,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
Hon. Mr. HENRY KESWICK.—Chairman.
G. H. MEDHURST, Esq.—Deputy Chairman.

F. H. Armstrong, Esq.	C. R. Lenzmann, Esq.
G. Balloch, Esq.	F. Lieb, Esq.
Andrew Forbes, Esq.	E. Shellim, Esq.
G. Friesland, Esq.	H. A. Siebs, Esq.
C. S. Gubbay, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager

Hongkong, 2nd May, 1911 [19

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent.
" " for 6 " 3½ "
" " for 3 " 2½ "

WM. DICKSON,
Manager.

Hongkong, 2nd May, 1911. [148

SCIENTIFIC MISCELLANY.

NEW FIBRE FOR PAPER

The next great step in utilizing farm waste may be a change in the manufacture of paper as the wood fibre available will probably be exhausted within a few years. Experiments by the U. S. Department of Agriculture have shown that almost any long fibre can be used for paper, and that such waste materials as cotton-stalks and corn-stalks make paper of very good quality—almost equal to linen. Besides these and other wastes, various plants that can be grown or obtained in large quantity are being tried. Grasses of many kinds are being tested, and among them is esparto, an African grass now largely grown in southern Europe, which is being already used for paper for English newspapers. Bamboo, rice roots and other plants from Japan and China are being obtained for study in continuing the search for the paper-making materials of the near future.

ANOTHER BREAKFAST FOOD.

Plantain meal is suggested by a consular report as a new breakfast food. In the Dominican Republic it is universally used by the poor, but on account of lack of facilities it is made only in small quantity for home consumption, and the well-to do find none of it in the market. The fruit is gathered green. It is peeled, sliced, dried three days in the sun, and is then pounded in a mortar and sifted, ten plantains yielding a pound of rich, creamy meal, redolent of orris root. For making bread this meal is claimed to be a splendid substitute for wheat flour. The meal is commonly prepared as a kind of porridge, however, though it is sometimes made into flakes and served with cream, and is also used for cookies.

THE NEW ALCHEMY.

There is nothing permanent except change, is the rather paradoxical conlusion of Sir William Crookes. He finds that the new science of radioactivity has brought to notice about 20 derivative elements, and still they are coming. One of them—uranium—has a life duration of hundreds of millions of years, some last thousands of years, and one exists but four seconds. The future conception may be that the universe is not matter, but a rushing throng of positive and negative electrons.

THE BALLOONIST'S INSIDOUS FOE.

Ultra-violet rays must be considered even by aeronauts, as V. Henri, a French chemist, has shown that they have a material and rapid effect on rubber. When pure rubber and varying mixtures with mineral substances were exposed 8 inches from a mercury-vapour lamp with quartz tube, there was marked deterioration—within 20 hours in the case of pure rubber, but produced more slowly in the other samples. The pure rubber rapidly became darker, more shiny, and filled with cracks when stretched. Though much less affected, vulcanized rubber showed similar changes in 48 to 72 hours; but in rubber impregnated with mineral matter of some kinds the deterioration even after a much longer time was chiefly on the surface. The cause of change seemed to be oxidation, which was promoted by some substances—like antimony sulphide, and retarded by litharge and other compounds. Balloons are bombarded by ultra-violet rays increasing with the height, and a lesson drawn from the investigation is that the gasbags should never be made from unvulcanized rubber, and that the cloth should be coloured with lead chromate or other material that would screen off the ultra-violet rays.

BURNING OUT THE NILE'S CHANNEL.

The conversion of 35,000 square miles of intolerable nuisance into a mine of wealth is the miracle Egyptian engineers hope to achieve. The obstruction of the Nile by floating water plants, or sudd, has become a serious problem, but experiments in a small way give promise of actual profit from the removal of this waste material to use as fuel. Suitable machinery is to be provided for drying, disintegrating, and compressing the sudd, and it is expected that the briquettes formed, when burned under steam boilers, will evaporate 4¾ pounds of water per pound of fuel, or not much less than the evaporation from a like weight of good coal. With coal at $15.00 a ton at Khartoum, the new fuel's prospects seem to be good.

HARD STAIRS.

A new concrete for stairs in public places contains carborundum, which has a hardness almost equal to the diamond. Under the incessant tread of city crowds, even granite becomes smoothed and worn, but in a test at Paris stairs of the carborundum concrete have shown no perceptible wear after an estimated traffic of more than 14,000,000 persons.

WIND POWER FOR BRITAIN.

The wind turbine electrical plant of a London manufacturer, designed for country houses, etc., seems to have reached the stage of commercial success. One of the installations is at Cosely Church, near Bilston, and this is used not only for lighting the church but also for feeding an electric motor to blow the church organ. The wind-turbine, 18 feet in diameter, is placed on a 60 foot tower about 200 yards away. The power is transmitted by a vertical steel shaft to the generator, housed in a shed at the foot of the tower, and the current is stored in a battery of 28 cells. There are 3 lamps of 25 candle-power in the church with 30 in the vicarage. The church lights require current at 50 volts, the organ the same, and the vicarage lights 15 volts, and all are reported to have operated satisfactorily. A tail governing gear regulates the action of the turbine, bringing it into or out of the wind according to the force. The cost of this plant was first cost of a plant with oil or gas-engine, but operating expenses are avoided, no skilled mechanic is required, and about half an hour of attention weekly is all that is necessary.

ARTILLERY FOR BUILDING WALLS.

The cement gun is not a new weapon for the navy, but a machine for squirting concrete mortar in stucco form upon a surface of any kind. As described by G. L. Prentiss at the late Chicago meeting of Cement Users, the apparatus consists of a compressor, with gasoline engine and two tanks, mounted on an automobile truck. One tank carries the dry mixture of cement and sand and the other contains the water, and both are under pressure. A novel feature is that the dry cement mixture and the water are pumped separately to within an inch of the nozzle At this point they are mixed, and so thoroughly that a very perfect combination is discharged upon any surface, rapidly building up a very solid concrete structure.

PETROLEUM NOT A PLANT POISON.

Water containing ten per cent. of petroleum has been found to cause no direct injury to such plants as stramonium and plantain, unless the petroleum accumulates about the roots. Plants gradually perish, however, on account of the difficulty of absorbing moisture from a petroleum-charged soil.

THE GOLDFISH INDUSTRY OF CHINA.

The rearing of goldfish of many varieties has been carried on in China from time immemorial, and still constitutes one of the minor industries of Canton. The fish are grown, as a rule, by native gardeners or florists in small ponds or in earthen jars in which rocks covered with moss and ferns have been placed to afford a retreat from the light. No little care has to be taken with the fish, especially during the spawning period. The eggs have to be removed from the reach of the males and placed in shallow dishes, where the heat of the sun hatches them. Plenty of sunshine is necessary to the health of the goldfish in all stages of its growth, writes the U. S. Consul-General in Canton.

By years of domestication remarkable changes in the natural form of the fish have been effected. Specimens may be seen without any dorsal fin, with the tail and other fins lobed and tufted, and the eyes projecting from their sockets like goggles. Fish over two feet long have been in this district but are uncommon.

A thorough study of the colour of the local goldfish, based upon observation, dissipates the overdrawn pictures of many travellers regarding their colours. Both sexes of the goldfish are of the same colour, and the same fish at different stages of its development is of a red, a golden hue, and a silvery tint. Varieties are also found of a dark brown verging to a black, and one variety, called the silverfish, retains the silvery throughout life.

VARIETIES, BEARING, AND PRICES.

At present goldfish are reared in this locality principally for sale as ornaments to gardens and houses. While a large number of varieties may be discovered in the grounds of specialists, three principal varieties are seen on the market—the top-eye, having its eyes on the top of its head, the pearl scale, so named because of the resemblance of its scales to a pearl, and the more common herring sail, so called because of the upright position of its main fin.

The females of the several varieties lay their eggs from the time they are one year old, beginning, as a rule, in the first part of February. The process is continued for a period of some 40 days. One male will mate with four females. During the warm weather the eggs will hatch in from 16 to 20 days, but during the cold weather they require somewhat longer. When the fish are grown in jars or other vessels the water has to be changed twice a day during the summer and once in two days during the colder months. The following wholesale prices are current at the present time (Feb. 6) on the Canton market, per 100 fish: Fish, 40 days old. Mixed 3 cents; selected, 10 cents; specially selected, 25 cents. Fish, according to length: ¾ inch 30 cents; 1½ inches, two and a half dollars; 2½ inches 15; 3 inches, 25; 4 inches, 100. These prices are for fixed fish and herring sails, and are about one-half what selected top-eyes and pearl scales bring. For fish 5, 6, or more inches long, special prices would be asked. Single fish must be bargained for like every other commodity in China, the price depending upon the size, beauty and condition of the fish desired.

FOOD, USES, AND BREEDING.

The life of the local goldfish is not over 5 years. When they are first hatched they are fed on water insects, ephemera, etc., and later on duck's blood and well-washed rice. The best food for them is said to be minced shrimps, but few people will go to the expense to supply them with this delicacy.

Goldfish are used to some extent as presents between members of wealthy families, but seldom among the less well-to-do classes. As a rule, anyone who wishes a bowl of fish for his garden or house purchases fish and bowl together from an itinerant pedlar or orders them from his gardener.

While the breeding of goldfish constitutes one of the lesser industries of Canton, it must not be thought that it is carried on with any great knowledge of the science of ichthyology. The Chinese are principally guided in the rearing of fishes by practical and, possibly to some extent, by scientific observation, but they appear to know little or nothing about crossing and selection of species, etc.

INGENIOUS THEFTS OUTSIDE CITY BANKS.

At the Mansion House, London, last month, Henry Adamson, twenty-four, tailor, and Charles Alexander, thirty-four, traveller, both well-dressed men, appeared on remand, before Alderman Sir John Bell, upon a charge of being suspected persons. On March 31 they were arrested by Detective Sergeant Brown and Detective Collings, of the City Police, who had noticed them loitering about Fenchurch Street. It was alleged that the prisoners had been concerned in an ingenious robbery of money from persons leaving banks after cashing cheques. George Magness, office boy to Mr. A. W. Bartlett, Great Tower Street, said that on March 10 he had been to the London City and Midland Bank, Fenchurch Street, to pay in some cheques and to cash a cheque for £9 6s. He was returning to his master's office when the prisoner Alexander came up to him, and, touching him on the shoulder with an envelope, said, "I am to take the money back to the bank, because the cheque is not filled in properly." The witness replied that he would take it to the bank. Alexander said, "I will take it," and he gave the witness the envelope. The witness handed him the £9 6s., thinking that he was a clerk from the bank, and that the cheque was inside the envelope. When the envelope was opened by one of his master's clerks it was found to contain four, blank telegram forms, but no cheque. Miss Winifred Bish, shorthand writer in the employment of Mr. T. W. Anderson, Featherstone Street, City Road, said that on March 24 she went to the London City and Midland Bank Queen Victoria Street to cash a cheque for £30. Upon leaving the bank she was proceeding towards the City Road when a man, whom she now recognised as Alexander, stopped her outside the Mansion House Station, and said, "That cheque you just gave me was not endorsed. Take this envelope give the cheque to the governor, and get it endorsed. Give me the money and I will take it back to the bank." Believing that he was a clerk from the bank, and that the cheque was in the envelope he had given her, the witness gave the £30 to Alexander. When the envelope was subsequently opened no cheque was inside, but only three empty telegram forms. Miss Kathleen Morgan, twenty-four, shorthand-typist to Mr. E. A. Orr, outside broker, St. Stephen's Chambers, Telegraph Street, gave similar evidence in respect of a cheque £7 10s. The witness added that in consequence of this case she had lost her situation. The Magistrate:—Monstrous. The witness said that her employer discharged her without her week's wages. The Magistrate instructed a detective-sergeant to see the witness' employer on the subject. Sir John Bell committed the prisoners for trial, remarking that he understood there were twenty or thirty other cases in the Metropolitan district which would be investigated.

COLONEL YATE AND THE CROWN COLONIES.

MILITARY CONTRIBUTIONS.

In amplification of recent telegrams, we take from *The Times* the following report of the questions asked by Colonel Yate and the replies given to him in Parliament:—

Colonel Yate asked the Secretary of State for the Colonies to state the rules at present governing the military contributions of the Crown Colonies, Ceylon, the Straits Settlements, and Hongkong; the revenue, less land sales, &c.; the amount of military contribution; the actual proportion which the latter bore to the former for the same Crown Colonies last year; and the revenue and expenditure for purposes of defence of the Federated Malay States.

Mr. Harcourt (Lancashire, N.E., Rossendale)—The Straits Settlements and Hongkong contribute 20 per cent. of their revenue, less land sales, and certain other deductions which it would take too long to specify, and Ceylon contributes 9½ per cent. of its revenue, with similar deductions. The *maximum* contribution, is, however, limited in the case of Hongkong and the Straits Settlements, to the cost of the garrison; and in that of Ceylon to three-fourths of the cost.

The last year for which figures are available is 1909. In that year the revenue of Hongkong, less land sales, amounted to $6,732,529, and the military contribution to $1,210,739; the revenue of the Straits Settlements to $8 708,942, and the contribution to $1,582,262; the revenue of Ceylon to Rs.38,169,434 and the contribution to about £86,000. Ceylon also provides the cost of land and buildings required for military purposes.

The revenue of the Federated Malay States for 1909, less land sales, amounted to $24,962,617, and the expenditure on defence to $448,213.

In reply to a further question from Colonel Yate,

Mr. Harcourt said—Under the arrangement which has been in force for about 15 years the *maximum* limit of the military contribution in the case of Hongkong and the Straits Settlements is the whole cost of the garrison; in the case of Ceylon, for special reasons, it is three-fourths of the cost. The strength of the garrison and the contributions of the Colonies are determined by a variety of considerations, both Imperial and local, which it is impossible to discuss by way of question and answer.

The Federated Malay States, although they are not British territory, already make a very substantial contribution to the defence of the Empire by maintaining, in accordance with the Federation Agreement of 1895, a highly efficient regiment (the Malay States Guides), which is intended to reinforce the garrison of Singapore in time of war.

IMPERIAL NAVAL DEFENCE.

Colonel Yate (Leicester, Melton, Opp.) asked the Prime Minister whether, in view of the greater exposure of the Eastern Crown Colonies to attack from the sea, and of the larger volume of the seaborne trade of the Eastern Dependencies as compared with that of the self-governing Dominions, he would take steps to ensure that Imperial Naval Defence shall be discussed at the Imperial Conference in regard to the interests of the Dependencies as well as in regard to the interests of the self-governing Dominions; and whether, in view of the influence which the naval defence of the Dependencies must, on account of their strategical position, necessarily have on that of the self-governing Dominions, he would reconsider the advisability of having these strategic problems discussed as a whole at the Conference, rather than as separate and unconnected problems at different times.

Mr. Asquith—As the safety of the Eastern Crown Colonies as well as that of self-governing Dominions depends on our power to secure the command of the sea, the discussion at the Conference of Imperial Naval Defence must naturally involve consideration of strategical questions affecting the defence of both.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*. July to December, 1910. With INDEX. Price $7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 28th March, 1911

THE HOUSE OF PENDREAR.

(By Mildred Wilcox.)

CHAPTER II.

When Harriet came downstairs again the house-keeper had gone. Mrs. Allen was leaning back in her chair, and there was a curious whiteness round her lips and an unusual colour in her cheeks. "My dear, never be influenced against your will into doing what you know is wrong," she said, enigmatically "At the cost even of those you love, do what is right, it is the truest happiness." Harriet drew a low chair near the old lady and sat down.

"Are you thinking of your daughter and Pendrear," she asked.

"Pendrear?" echoed Mrs. Allen, with evident effort. "Yes, of course, I must have been thinking of Pendrear."

"It does seem a shame that no one lives there now. How long is it since you had any news of your grandson"?

"Nearly two years. He was but a lad of 16 when he went away. For the first few years I had news of him from Africa and America; the last I heard of him he was in the western States. I have a feeling in my mind that he perished in that dreadful earthquake at San Francisco".

"You were very fond of him?"

"He was the apple of my eye"

"I believe one reason why you are so kind to me is because I am a distant connection of his and you think there is a likeness between us. I am quite jealous."

"Nonsense, child, I love you for yourself, though I must confess that the strong resemblance to my dear boy did warm my heart towards you in the first place. I could not let anyone with his brown eyes be at the world's mercy."

"Oh, Aunt Anna, you are too tender-hearted. If you lived more in the world you would get terribly imposed upon."

"That is just what Ralph, my son-in-law, used to say. He himself had a terrible nature, so jealous and suspicious. I put it down to the foreign blood in his veins," said the old lady, with the un-travelled Britisher's mistrust of everything that is not English. He was always frightened of being taken in."

"And was he?"

"Ah, my dear," the old lady chuckled. "That was a sore point with him. When he was a young man he was left the guardian of the son of an Italian friend. The boy was at school, and I am bound to say beyond paying the fees Ralph did very little for him. It was quite by chance that he found out that the boy was dead.

The schoolmaster had kept his death quiet in order that he might continue to receive the fees. After this incident Ralph was more distrustful than ever."

"I wonder if some day he will return to England or find out his own son?"

"I do not think he will do either. He now and then communicates with his lawyer, but otherwise he has completely cut himself adrift from his old life. The love of wandering and adventure seems in the Pendrear blood. I wish you had known Charlie, Harriet; he was the dearest little fellow with such pretty ways. I can see him now with his head thrown back saying, "I'm a pirate king, Granny, going out to fight."

When Mrs. Allen was once started on her favourite subject she waxed eloquent, and many were the anecdotes she told of her grandson's infancy and boyhood. She even unlocked her heavy desk and drew out a bundle of papers which she handed to her companion.

"That's one of his curls," she said, proudly twisting the soft dark hair round her fingers "This is his first pair of shoes; and these are his earliest copies and exercises. I have kept them all. Would you like to look at them, my dear?"

"Yes," said Harriet, knowing that it would please the old lady. She put out her hand for the papers and was about to read them when James Tregonning walked in.

Harriet slipped the parcel under the newspaper on her lap and when she went upstairs she took both with her.

Tregonning had walked to the Land's End and round the coast as far as the Logan Rocks. It was the most picturesque bit of scenery in the neighbourhood, but its beauty had no charms for him.

"A God-forsaken spot," he exclaimed. "I can't think how anyone could live in such an out of the way hole. Ten miles from any railway station and a small country town at the end."

"We think a great deal of Penzance in these parts, James," put in his aunt.

"Humph! Give me London. Penzance is a shade livelier than this place, and that is the most that can be said for it. Land's End may be all very well for the artists to come to in the summer, but I can't understand anyone coming here—to live—for choice. I don't wonder Pendrear bolted, wife or no wife."

James Tregonning was not a pleasant person at the best of times, and the present sneer on his face gave him a most sinister expression. He was a little man with sandy hair and light, shifty eyes and he had a habit of pulling his lips together with a curious hissing sound.

"What do you say, Miss Harriet?" he continued. "You are young and full of life. You agree with me, I'll warrant."

"You are quite mistaken, Mr. Tregonning," she said, coldly. "There is nothing in Ralph Pendrear's act to recommend itself to me."

"Harriet is very fond of Pendrear," remarked Mrs. Allen, anxious to keep peace.

"Perhaps if she had been its mistress she might have kept Ralph Pendrear at home. Saving your presence, Aunt Anna, Amy was not the woman to keep a hold over any man. Now, Miss Harriet," he broke off significantly, with what he considered a gallant bow, "any man would be only too glad to live at Land's End with *her* as a companion."

"Thank you, but you forget that she might have an objection to some men," remarked Harriet, with emphasis.

Tregonning chuckled and drew in his lips.

"That's right, my dear. I like to see a woman who knows her own value. Some men! Ha ha! Now what would you say to me"?

"Good night," was the prompt reply, as she rose from her seat.

"Don't sit up too late, Aunt Anna, and don't forget to shut the window."

"James will shut it. Good night, my dear."

Directly Harriet got into her own room she opened the bundle of papers which Mrs. Allen had given to her earlier in the evening.

Yes, here were copies in little Charlie's boyish caligraphy, several rough drawings and other childish treasures. Amongst them, too, was a packet of letters in a man's handwriting.

Harriet glanced at the signature, "Your ever devoted Ralph," and then took up the dead girl's marriage certificate and that of the birth of the child.

"She guarded them carefully, poor thing," was Harriet's inward comment, as she re-tied the blue ribbon and put the packet away into her drawer.

It was still early. In the room downstairs she could hear James Tregonning's rasping voice and his aunt's feebler replies.

"He sounds as if he were loosing his temper; worrying Aunt Anna for money, I expect. What a hateful man he is! I can't bear to be in the same room with him for more than five minutes." Then she opened the newspaper, dropping it with a start.

Amongst the advertisements two items caught her eye. One was of a vacant partnership in a bulb farm in Scily, capital required £2,000. The other was an official intimation that the heir of Ralph Pendrear would hear of something to his advantage.

Harriet remained deep in thought for some time.

"Two thousand pounds! I don't like to do it. It seems dreadful when she has been so kind, but it is such an opportunity and she is very frail and—"

She did not finish her sentence, but taking out her desk began to write.

Meanwhile, in the spacious kitchen, which was shut off from the living room by a long, narrow passage, Mrs. Jennings and her young subordinate, Lizzie Polperro, were having supper.

But the plentiful fare met with little appreciation. Both housekeeper and maid had lost their appetite.

"You won't cure your toothache by starving," remarked the former."

"There is plenty before you, why don't you eat?"

"You are a nice one to talk," partly rejoined the maid. "You have not eaten a bite yourself. I can't think what has come to us all to-night! There's Missus looking so anxious and worried like. Somehow I don't think she is long for this world."

The glass of home-brewed ale fell from the house-keeper's hand with a sudden crash.

"That's your fault, child," she said, picking up the broken pieces. "What ever made you say you think the Mistress has not long to live?"

"Oh, I don't know, it is just a feeling. She looks so pale and queer to-night. You are not yourself either, Mrs. Jennings. I should go to bed early, if I were you."

But long after Lizzie had gone to bed, the house-keeper sat alone in the large kitchen, her eyes full of an unspoken fear.

"If she tells it will kill me! After all these years I could not bear the shame. She will tell within this week, she says. And Lizzie says she is not long for this world. Supposing—"

She broke off with a moan.

"Oh, my boy, it is for your sake. God help me, I am a wicked woman."

(To be continued.)

A BISHOP ON SELF-DEFENCE.

Preaching at a church parade of Liverpool Territorials in the Sun Hall, Liverpool, on April 9, the Bishop of Liverpool said that they met that day because they loved their country. There was a day when we used to speak of our country as a precious stone set in a silver sea, a fortress built by Nature for herself. We can no longer, however, his lordship proceeded, regard ourselves as secure because our shores spun back the ocean's roaring tide. To-day we have become disenchanted. We are like any other Continental nation. We may be exposed at any moment to a foreign invasion. We, too, have a vision, an awful vision, which we are seeking to our best to prevent, a vision of a foreign host upon our fertile shores, of burning homesteads, of meadows reeking with English blood, spilled lavishly and perhaps spilled in vain; of a vast army only to be shaken off at incalculable loss, and perhaps to the ruin of our prestige. "You," he concluded, "form part of a great patriotic movement which is resolved by God's grace to do its very best to prevent the fulfilment of this terrible vision. We indulge in no idle threatening defiances and vapourings. We love not war, which is one of the greatest scourges that can afflict mankind. We welcome every hope of arbitration, and listen with passionate delight and interest to such statements as those lately made by the President of the United States and our Foreign Secretary. We rejoice to know that it may be made possible to avoid war. But we deem it a wise and most merciful plan to be ready for it. As the unlocked and unbarred door of a house invites the unscrupulous invader, so the unprotected shores invite the attack of the unscrupulous enemy."

INTIMATIONS

SHIPPING IN PORT

STEAMERS.

ANGHIN, German str., 1,005, Chr. Kumpel, 21st May—Bangkok 14th Rice and Teak—Butterfield & Swire.
BLOEMFONTEIN, British str., 1,959, J. B. Pattison, 6th May—Singapore 30th April, General—Shewan, Tomes & Co.
BORNEO, German str., 1,344, F. Sembill, 20th May—Sandakan 16th May, Timber and General—Melchers & Co.
CANTON, Swedish str., 2,180, J. M. Renstrom, 17th May—Gottemburg and Antwerp 27th May, General—Olof Wijk & Co.
CHENAN, British str., 1,350, L. Lloyd Jones, 24th May—Shanghai 21st May, General—Butterfield & Swire.
CHIYUEN, Chinese str., 1,177, Wm. Jamieson, 23rd May—Shanghai 20th May, General—C. M. S. N. Co.
CHOISING, German str., 1,021, F. Bruhn, 17th May—Bangkok 10th May, Rice—Butterfield & Swire.
CHOWTAI, German str., 1,195, W. Reher, 23rd May—Bangkok 12th and Swatow 22nd May, Rice and Meal—Butterfield & Swire.
CLARA JEBSEN, German str., 1,132, H. Ipland, 19th May—Pulo Laut, General—Jebsen & Co.
DAIJIN MARU, Jap. str., 799, Y. Yamamoto, 24th May—Swatow 23rd May, General—Osaka Shosen Kaisha.
ELAX, British str., 2,571, Milner, 12th May—Shanghai 8th May, Ballast — Asiatic Petroleum Co.
FERNANDEZ HERMANOS, American str., 461, E. Sison, 20th May—Manila 16th May, Sugar—
FOOKSANG, British str., 1,987, T. A. Mitchell, 24th May—Calcutta 9th and Singapore 18th May, General—Jardine, Matheson & Co.
HAITAN, British str., 1,183, J. S. Roach, 24th May—Foochow, Amoy and Swatow 23rd May, General—Douglas, Lapraik & Co.
ISIDORE PONS, American str., 1,027, F. Xandoro, 7th May—Manila 3rd May, Barretto—Order.
KASHING, British str., 1,144, C. Laver, 22nd May—Chinkiang 17th May, Rice—Butterfield & Swire.
KEONGWAI, German str., 1,115, J. Kühler, 7th May—Singapore 1st May—Butterfield & Swire.
KOREA, American str., 5,651, J. W. Saunders, 19th May—San Francisco 18th April, Mails and General—P. M. S. S. Co.
KOWLOON, German str., 1,459, E. Anders, 21st May—Hankow 10th May, Ground nuts and Rails—Hamburg-Amerika Linie.
KUEICHOW, British str., 1,219, Forsyth, 25th May—Tientsin 19th May, General—Butterfield & Swire.
KUMCHOW, British str., 1,450, J. A. Martin, 22nd May—Saigon 18th May, General—Man Fat & Co.
KUTSANG, British str., 4,895, R. C. D. Bradley, 23rd May—Kobe and Moji 19th May, General—Jardine, Matheson & Co.
LINAN, British str., 1,350, C. C. Williams, 15th May—Shanghai 12th May, General—Butterfield & Swire.
LIVIS R. YANGCO, American str., 209, Tiongson, 24th May—Manila 20th May, Sugar—Order.
LOTHIAN, British str., 3,222, W. J. Lockhart, 24th May—Moji 19th May, Coal—Dodwell & Co.
MARIE, German str., 1,200, H. Schlaikier, 22nd May—Saigon 18th May, Rice and General—Jebsen & Co.
MERAPI, British str., 1,480, E. Uldall, 5th May—Samarang and Singapore 29th April, Sugar—Chinese.
NIPPON MARU, Japanese str., 3,452, H. S. Smith, 23rd May—San Francisco 26th April, Mails and General—Toyo Kisen Kaisha.
NORD, Norwegian str., 730, G. Haraldsen, 23rd May—Tourane 20th May, General and Rice—Aagaard, Thoresen & Co.
PANAMA MARU, Japanese str., 1,234, R. Mute, 18th May—Shanghai 15th May, General—Osaka Shosen Kaisha.
PHEANANG, German str., 1,021, F. v. Mangelsdorff, 23rd May—Bangkok via Kohsichang 16th May, Rice—Butterfield & Swire.
RYOJA, Norwegian str., 3,459, E. Meyer, 4th May—Portland and Moji 28th April, Flour and Coal—Portland & Asiatic S.S. Co.
SABINE RICKMERS, Dutch str., 573, D. E. Beeve, 22nd May—Foochow 20th May, Ballast—Asiatic Petroleum Co.
SAINT KILDA, British str., 2,469, John Lewis, 10th May—Barry 25th March, Coal—Order.
SELENA, British str., 3,127, Stratton, 1st May—San Francisco, Kerosene Oil—Asiatic Petroleum & Co.
SIBIR, Russian str., 2,179, Levonias, 10th May—Moji 4th May, Coal—Bradley & Co.
ST. ALBANS, British str., 1,234, G. McArthur, 25th May—Kobe 19th May, General—Gibb, Livingston & Co.
SULTAN VAN LANGKAT, Dutch str., 2,293, Lagaay, 3rd May—Singapore 27th April, Kerosene Oil—Asiatic Petroleum & Co.
SUNGKIANG, British str., 987, H. Mathias, 23rd May—Haiphong 21st May, General—Butterfield & Swire.
TAMSUI, British str., 919, H. T. Howart, 18th May—Swatow 17th May, Ballast—Butterfield & Swire.
TJIMAHI, Dutch str., 4,500, J. P. Scholtes, 13th May—Macassar 6th May, Coal—Java-China-Japan Lijn.
TJIPANAS, Dutch str., 2,444, Nap, 21st May—Amoy 20th May, General—Java-China-Japan Lijn.
ULV, Norwegian str., 885, Pedersen, 25th May—Manila 22nd May—Aagaard, Thoresen & Co.
VESTFOLD, Norwegian str., 1,172, Berthelsen, 3rd May—Bangkok via Hoihow 24th April, Rice—China-Siam S. N. Co., Ltd.
VICTORIA, Swedish str., 989, T. Eckert, 24th May—Wakamatsu 18th May, Coal—Java-China-Japan Lijn.
WINGSANG, British str., 1,517, T. Le Lishman, 23rd May—Manila 20th May, General—Jardine, Matheson & Co.

SAILING VESSEL.

ECLIPSE, British 4-masted barque, 2,996, James White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, May, 11.

Par value each share £1. Calls paid up are:—	Malayan Companies	Singapore Fraser & Co.'s Prices, April 13	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, April 13	Dividends
	Alor-Pongsu ...		.....	fy. paid	Malacca Ordinary ..	9.15.0	.....
15/ paid	Anglo-Johore		.....	2/ fy. „	Merlimau	5/10½	.....
fy. „	Anglo-Malay	1.2.10½	75% 10	fy. „	Merton Syndicate ...		.....
2/ fy. „	Bakap ...		.....	fy. „	Mount Austin ...	1.15.0	.....
17/6 „	Banteng		5% '10	2/ fy. „	Narborough Est. ...		.....
fy. „	Batu Caves ...	16.0.0	150% '10	14/ „	North Hummock ...		15% '10
fy. „				2/ fy. „	Padang Jawa ...	4/3	.....
fy. „	Batu Kawan ...		.....	fy. „	Pandan Johore ...		.....
15/ „	Batu Tiga	5.2.6	10% 10	2/ fy. „	Pataling ...	3.1.0	325% '10
fy. „	Beranang Selangor		.....	fy. „	Pelepah (Johore) ..	9/-	.....
2/, 1/ „	Bernam Perak ...		3% '09	fy. „	Perak ...		12½% 10
15/ „	Do. Ordinary ...		.....	10/ „	Peneiro Est. ...		.....
fy. „				12/6 „	Prye ...		10% '09
fy. „	Bidor ...		.....	17/6 „	Ratanuf		.....
12/6 „			.....	12/6 „	Rembia ...	10/- pm	.....
2/ fy. „	B'lands Selangor		.....	fy. „	Rim ...		.....
2/ fy. „	Bukit Cloh ...			2/ fy. „	R. Est. of Krian		.....
fy. „	Bukit Kajang	2.16.0	11½% '10	15/ „	R. of Johore ...	12.10.0	50% '10
15/ „				fy. „	Sagga ...	6.10.0	40% '10
2/ fy. „	Bukit Mertajam	3/9	.....	fy. „	Seafield	3.2.9	275% 10
Options		15.10.0	80% '10	2/ fy. „	Selangor		.....
fy. paid	Bukit Rajah ...		.....	£1 fy. „	Seletar Rubber		.....
2/ 9/ „	Bukit Selangors	6.7.6	7½% '10	15/ „	Sempah	1.17.6pm	.....
fy. „	Castlefield			16/ „	Sendayan	4.12.3	15% '10
8/ „	Chankat Salak R. and Tin		.....	fy. „	Seremban		.....
fy. „				fy. „	Serangoon	3.15.0	30% '10
2/ fy.	Chersonese ...	4/4	.....	fy. „	Shelford		.....
5/ „	Cheviot ...		.....	2/, 1/ „	Siginting (N. S.)	5/5	12½% '10
2/, 1/6 „	Chota Rubber	2.5.0	150% '10	fy. „	Singapore Para	7/6	7½% '10
2/ fy. „	Cicely Ordinary	2.5.0	153⅓% '10	2/ fy. „	Straits (Bertam)		.....
2/ fy. „	„ Preferred	1.3.4½	75% '10	15/6 „	Strathmore R		.....
2/ fy. „	Consol. Malay	7.10.0	50% '10	17/6 „	Sungei Bahru	4.17.6	.....
fy. „	Damansara		.....	fy. „	Sungei Choh	13/7½	25% '10
fy. „	Dennistoun	12/-	30% '10	2/ fy. „	Sungei Kapar		.....
2/ fy. „	Enbh. Selangor		90% '10	15/ „	Sungei Kruit		.....
fy. „	Fed. Selangor		.....	12/6 „	Sungei Liang	4.15.0	.....
2/, 1/6 „	Gna Kee R. Est.		.....	fy. „	Sungei Salak	6.6.9	30% '10
15/ „	Garing (Malacca)	6.0.0	25% '10	fy. „	Sungei Way ...		.....
fy. „	Golconda	5.15.0	40% '10	1/ „	Tangkah		.....
fy. „	Golden Hope		.....	fy. „	Third Mile ...		.....
£1 fy. „	Gula-Kalumpong	5.10.0	30% '10	7/6 „	Tremelbye ...		10% 10
fy. „	H. and Lowlands	14.0.0	25% '10	fy. „	Utd. Sua Betong		.....
fy. „	Inch Kenneth		.....	15/ „	Val d'Or Est ..	1.17.9	75% '10
15/ „	Johore Para ...		.....	2/ fy. „	Vallambrosa ...		
10/ „	Johore R. Lands		.....	2/ fy. „			
12/6 „	Jong-Landor		25% '10		**Trust and Finance Companies.**		
fy. „	Jugra (Ordinay)		.....				
17/6 „	Juru Estates ...		.....		Anglo-Straits R. T. ...		.....
2 fy. „	K'pong Kuantan	5/2 pm	15% 10	5/ paid	Eastern-Internat. Trust		20% '10
2/ 1/ „	Kamuning "A"	7/3	.....	10/ „	Mid-East Invest		.....
2/ fy. „	Do. "B"	9.7.6	65% '10	Options	Rubber Plants. Inves. Trust		7½% '10
fy „	Kapar Para ...		.....	5/ paid	R. Share Trust		.....
fy. „	Kellas ..		7½% '10	10/ „	Strait. M. & Trust ...		.....
fy. „	Kepong		.....	Options			
7/6 „	Kiflinghall		.....	10/ paid	**India, Ceylon, Borneo, Java and Sumatra.**		
2/ fy. „	Kinta Kellas		33⅓% '10	15/ „			
fy. „	Klanang		.....		Anglo-Java ...		.....
2/ 1/ „	Klian-Kellas ..			fy. paid	Asahan (Sumatra		.....
2/ 1/ „	Kota Tinggi ...	2/9	.....	fy. „	Bangawan R.		.....
10/ „	Khota Tampan		.....	17/6 „	Beaufort		.....
fy. „			20% '10	12/6 „	Central Sumatra		.....
15/ „	Krubong		.....	5/ „	Indian Peninsula		.....
fy. „	Kuala Klang	8.4.0	75% '10	15/ „	Java Amalgam		.....
fy. „	Kuala Lumpur		5% '10	fy „	Kimanis		.....
2/ fy. „	Kuala Pahi		.....	17/6 „	Langkon		.....
2/ fy. „	Kuala Selangor	15/1½	30% '10	fy. „	Manchester		.....
2/ fy. „	Labu ...	5.1.9	12½% '10	fy. „	Nirmala (Java)		.....
fy. „	Lanadron	3.15.0	10% '10	17/6 „	Pontianak	12/-	33⅓% '10
15/ „		2.0.0 pm		fy. „	Sumatra Para		.....
fy. „	Ledoury		.....	1/6 „	Sumatra Props.	5.15.0	10% '10
7/6 „	Lendu ..	2.12.0	150% '10	2/ fy. „	United Serdang	9/10½	20% '10
2 15/ „	Linggi	13/10½	10% '10	10/ „	Utd. Sumatra		
2/ fy. „	London Asiatic	Nom.	.....	2/ fy. „			
2/ fy. „	Lumut Est. ...		.....	fy. „			
13/ „	Madingley Est.			fy. „			
2/ fy „	Malacca 7½% Cum. Participating Pref	10.5.0	10 '09	2/ fy. „			
fy. „							

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Weihaiwei.
Astræa, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Shanghai.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. J. M. Barker, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Weihaiwei.
Handy, torpedo-boat destroyer 295 tons, 5 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong.
Hart, torpedo-boat destroyer, 295 tons 5 guns, 4,000 h.p., Lt.-Comdr. Hon. Guy Stopford, Hongkong.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M. B. R. Blackwood, Weihaiwei.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, cruising.
Kinsha, river gunboat, 615 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtsze.
Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, cruising.
Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000, Capt. G. C. Cayley, Shanghai.
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O. Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,000 tons, turbine, Captain George P. E. Hunt, D.S.O., Weihaiwei.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillersden-Woodward, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambe, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Cosmo A. O. Douglas, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, West River.
Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtsze.
Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. R. J. Buchanan, Yangtsze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai
Virago, torpedo-boat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Weihaiwei.
Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. R. L. Hancock, Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Weihaiwei.
Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt.-Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangtsze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p Lieut.-Comdr. G. F. A. Mulock, Yangtsze.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Nyanza" and "Macedonia."
From Mombassa ex s.s. "Parnea."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 9 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 25th May, 1911. [1

WEATHER REPORT.

On the 25th at 12.05 p.m.—The barometer has risen considerably in E. Japan and fallen moderately in Vladivostok and over the Loochoos.

A depression is probably advancing Eastwards over Manchuria.

The low pressure trough still lies over S. China and the Pacific towards the Loochoos, and there are indications of the formation of a circular depression to the South of the latter area.

The high pressure area now occupies E. Japan.

Moderate S. and S.W. winds; may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.48 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood...(*)	
Formosa Channel ...	Variable winds, moderate.
South coast of China between Hongkong and Lamocks.	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

* S.W. winds, moderate; squally, thunder showers.

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Katonwing	Kobe
Keechong	Omuta
Koliongtjie	Soerabaia
Kwangkahing	Soerabaia
Kwongtontai Kwongyenpong	Kobe
Massey, Hongkong Hotel	St. Petersburg
1311 5288...	Amoy
J. Nohr	Manila
2988 4410...	Amoy

The following is a list of unclaimed telegrams lying in the Eastern, Australasia & China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Ceyras Denne Messagerie *Australien*	Mytho
Chinachoyaum Chunlan ...	Penang
Enghopsing	Cebu
Finger-Lloyd Offizier	Friedrichshafen
Hailung ...	Manila
Jaffe, Mrs., 2, McDonnell Road	Manila
Levy	Shanghai
Lowrie	Vancouver
Manyuen (Two)	Semarang
Myers	Manila
Quayteksang Rue Techontao Saikoi	Pnompenh
Shamdass	Calcutta
Sands	Macao
Sherin...	Bombay
Shouhung	San Francisco
Speidel	Cebu
Tinyuen	Bangkok
Tuckshingwao	Tainan
Tuengshim c/o Wangfatyuen Bonham Strand ...	Port Darwin
Wosing	Bombay
Yunwah Sutyip Co.	Singapore
2480 3141 1795	Weihsiwei

REVIEWS.

The Land of Promises. By STANLEY PORTL HYATT. London: T. Werner Laurie.

Mr. Hyatt in this novel has gone back to his earlier method. He was well advised to do so, for his style is better adapted to the scenes and characters to be met with on the frontiers of civilisation than to men and movements in urban and rural England. Ourroaders are already familiar with his pictures of Hongkong and Manila. In "The Land of Promises" he takes us to South Africa, and it is easy to get behind the thin veil which he throws over names and places. In vivid phraseology, he paints life as it may be seen in the solitary camp and townships of Rhodesia, where men are moved by elemental passions and the white woman's purifying influence is as yet but slightly experienced. Charlotte Mansfield, it may be remembered, had little to say in favour of the Protestant missionaries in Rhodesia, much to condemn; Mr. Hyatt, incidentally, praises the High Church Anglican and Roman Catholic missionaries, whilst condemning the Nonconformists out of hand. His allegations and insinuations are ugly, and we are not willing to believe them. Still, a writer nowadays must be careful even in making sweeping condemnations, and where we have Mr. Hyatt corroborating or elaborating Miss Mansfield it is almost impossible to remain sceptic, and it would seem that the religious bodies which subscribe so liberally to the spread of the Gospel in heathen lands should carry out very strict investigations as to the conduct of their mission representatives and all who dwell within the kraal. In his criticisms, Mr. Hyatt includes the Government and its agents. If what he says is true, there should be some inconvenient questions in Parliament. The love element is not lacking in "The Land of Promises," there is plenty of incident, and some most excellent character drawing. Mr. Hyatt certainly improves in craftsmanship, and his latest work holds out promise of better things to come.

The Lion's Skin. By RAFAEL SABATINI. London: Stanley Paul & Co.

The author of "Bardelys the Magnificent" has the true dramatic instinct. He has learned the secret of fixing his reader's attention from the start, and he does not allow the interest to flag. There are few characters, but what there are he draws well; they are not mere shadows, but full-blooded human beings, and he knows how to manipulate them and to arrange the scenery in which they live and move and have their being. He has chosen London for his setting, London of the early eighteenth century, when George the First was King and the air was full of rumours of an imminent Jacobite uprising. The dialogue is crisp, in the jargon of the period, epigrammatic at times, always a trifle staccato and suggesting the stage. It was the time when noblemen and aristocrats had town houses in Lincoln's Inn Field; when sedan chairs, not motor cars, were in common use; when high-born ladies deemed it no disgrace to utter oaths we now expect only from the lowest of the lower classes; when "Doris and the devil" was the aristocratic equivalent of our coster's "Blime me!" and "Strike me pink!"; when dandies spent their days at the parade in St. James's Park, the ring, the play, the coffee-house and the ordinary. Weave round this—and the author does it with commendable skill and smoothness—a story of a young man, possessed of a chateau in France but educated at Oxford, sent out by his foster father to kill his real father, Lord Ostermore, or, at any rate, to enmesh him in a Jacobite intrigue for his own destruction, and you have the main motive, which runs concurrent with the development of a passion for Lord Ostermore's pretty ward, Mistress Hortensia Winthrop. It is a strong story, with a dramatic conclusion, and should lend itself ready to the dramatist. It is marred by one irritating defect, the tiresome iteration of "what time" instead of "while" or "whilst."

For a Woman's Honour. By CHRISTOPHER WILSON. London: Stanley Paul & Co.

This is a mystery story of a type to which the reading public are becoming familiar. But it is by no means conventional. There is an unconventional detective, whose methods are not reminiscent of Sherlock Holmes. The chief interest centres round the tragic death of the wife of Sir Henry Granton, Secretary of State for War, and his *liaison* with the wife of an eminent General. Then there is a Cavendish Square physician who makes mysterious disappearances in the cause of science, and discovers a wonderful serum, which he uses to commit crime. There is also a sensational episode in the House of Commons, due to the absence of the Secretary for War, and his exploits recall, though very distantly, a notable event in the career of a famous politician long since passed to his account. Legitimate love helps to sweeten a story which might otherwise become repugnant. The writing is smooth and the incident not strained. There is, in fact, more method in this story than in the majority of its type, and it can be said of it with truth that it does not have a dull page.

Old Chinese Porcelain and Works of Art in China. By A. W. BAHR. London: Cassells. Hongkong and the Far East: Kelly & Walsh, Ltd.

No one will disagree with the publisher that this book should be of particular interest to lovers of Chinese Porcelain and Works of Art. It contains illustrations and brief descriptions of Pottery, Porcelain, Jade and other articles selected from the first Art Exhibition held in China, viz., at Shanghai in 1908. All the pieces owned by foreigners were obtained in China, and most with the advice and assistance of the best native experts. Over 3,000 articles were exhibited, many being from well-known Chinese connoisseurs. H.E. Tuan Fang, Viceroy of the Liang-kiang; H.E. King-sino-sau, Governor of Nanchang; Taotai Hwang Chung Hwei, of Peking; and Mr. Li-chi-bai, of Canton, contributed some of the choicest pieces of their well-known collections. Keen interest was taken by native officials and gentry in the Exhibition, which was held under the auspices of the North-China branch of the Royal Asiatic Society. A long period of time was taken in preparation by the following Committee, whose names are well known in Shanghai as connoisseurs:—Sir Pelham Warren, K.C.M.G., President of the North-China branch of the Royal Asiatic Society; Mr. C. Oswald Liddell, Chairman; Mr. A. W. Bahr, Hon. Secretary; Dr. J. C. Ferguson, Hon. Treasurer; Mrs. Ayscough, Dr. A. Stanley, Dr. S. M. Cox, Mr. F. E. Wilkinson, Taotai Hoo-erh-mai, Taotai Shen-tun-ho, Mr. T. W. Kingsmill, Mr. M. Chapeaux, Mr. G. H. Thomson, Mr. Zung-song-ching and Mr. Wong-kai-zur. The author was Honorary Secretary of the Exhibition, due largely to his initiation, and has been a resident of Shanghai and a keen collector for many years. An intimate knowledge of the Chinese language has given him exceptional opportunities for viewing and acquiring works of art, and of learning what the Chinese themselves particularly admire and value.

The book includes 12 illustrations, which are interesting, being reproductions of painting on silk specially made for the author by the well-known Chinese artist Wong-chun-hai. There are besides 109 black-and-white illustrations. The volume, which is Royal 8vo., in size, bound in cloth and published at 30/- net., is beautifully printed and is one of great interest and value to all collectors.

Isola. By ALICE M. DIEHL. London: John Long.

In this story the element of mystery is artistically used, and the reader is forced to read till the very end without a break—that is, if he or she can afford the time. If not, there will be no rest till the book is resumed and the story proceeded with. The theme in a way is exceptional. The heroine quarrels with her uncle as she regards him. He leaves the house in a rage in a motor-car and meets with an accident which proves fatal. The uncle had previously written a will disinheriting her, but the will is invalid, as it was not witnessed. The lawyer in addition to making this plain to her also tells her that the man whom she regarded as her uncle was really her father. Scarcely has she recovered from the unpleasant sensation of these discoveries when a woman comes along who proves to be the widow of the deceased man. The heroine at once gives the lady and her cripple son their proper places in the household, and this peculiar menage runs fairly satisfactory until the girl marries the man of her choice. He, on his part, is led to marry her in order to protect her from the calumny of the people who suspect that she tampered with the motor-car. For a considerable period it is believed that the old gentleman had practically been murdered, and the mystery surrounding his death is not dissolved until the trial of a former chauffeur for causing his death. Fortunately all is cleared and all happens for the best.

CHURCH SERVICES.

PEAK CHURCH—Holy Communion 8 a.m. every Sunday.

UNION CHURCH, Kennedy Road. Minister—Rev. C. H. Hickling. 11 a.m. Worship, Hymns, 85, 95 and 91, Benedictus (Barnby), Anthem "Leave us not" (Steiner). 12 noon. Communion Hymns, 94. 6 p.m. Worship, Hymns 88, 90, 89, 86 and 87.

ST PETER'S CHURCH, Queen's Road, West, Sunday after Ascension Day 28th May, 1911. Matins, 11 a.m. Venite, Hooper; Psalms, Gilbert, Stewart, Woodward; Te Deum, Woolward, Smart, Turle; Benedictus, Garrett; Hymns, 549, 535, 258 and 199. Evensong 6.30 p.m. Psalms, Purcell (Major and Minor); Magnificat, Barnby 20th a.m.; Kyrie, Elvey; Hymns, 33, 204, 257 and 26. Preacher. The Rev. A. D. Stewart. Holy Communion, 7.30 p.m.

The Church Launch "Dayspring" will call on ships carrying white crews to bring friends ashore to the service between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6, returning afterwards). The Answering Pennant" is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided.

Sunday School 10 to 10.45 a.m.

ST. JOHN'S CATHEDRAL, Hongkong, 23th May 5th Sunday after Easter. Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses, Ferial; Venite, Hooper; Psalms, of the 28th morning; Te Deum, Woodward, Smart and Turle; Benedictus Garrett; Hymns, 147, 230 and 304. *N.B.*—Psalm 132 verses 1 and 2 in unison. Psalm 133, verses 1 and 2 in unison. Psalm 234, verses 3 and 4 in unison. Psalm 135, verses 1, 2, 13, 14 and 21 in unison. Evensong (5.45 p.m.) Responses, Ferial; Psalms, of the 28th evening (I.); Magnificat, Nunc Dimittis, Garrett in F.; Anthem, "Lift up your heads"—Coleridge-Taylor. Hymns, 147 and 148 (Part I.); Seven fold Amen; Voluntary, Prayer and Toccatta.—Boellmann. N.B.—Psalm 136, verses 1, 2, 15, 26 and 27 in unison. Psalm 137, verses 1 and 8 in unison. Psalm 138, verses 1, 4 and 6. P. in unison. Hymn 147, verses 3, 5 in unison. Hymn 148, verses 2 and 6 in unison.

ST. ANDREW'S CHURCH, Nathan Road, Kowloon. Sunday, after Ascension 28th May, 1911. Holy Communion at 8 a.m. Morning Service at 11 a.m. Sunday School at 2.30 p.m. in British School. Evening Service at 6 p.m. Services on Sunday:—Holy Communion on 1st, 2nd and 4th Sundays at 8 a.m., Holy Communion on 1st, 3rd and 5th Sundays at noon, Morning Prayer at 11 a.m., Evening prayer at 6 p.m.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Chiyo Maru* with the U.S. mails sailed from San Francisco for Hongkong, via usual ports of call on the 24th instant, and is scheduled to arrive at this port on the 20th prox.

The P. & O. S. N. Co.'s str. *Palermo* is expected to arrive at Penang on the 11th prox., at noon.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr H. Adam
Mr. J. I. Andrew
Mr A. W. Appleton
Mr Bauer
Mr and Mrs H. T. Blackburn
Mr J. N. Blackburn
Mr F. Bonnet
Mrs Bothin & maid
Miss G. Bothin
Mrs Brandenstein
Mr G. H. Bridge
Mr S. M. Brown
Mr G. H. Carse, Jr.
Mr D. E. Clark
Mr. W. E. Clarke
Mrs J. A. Collins
Mr. H. L. Condon
Mrs. Dalgeish
Mr & Mrs Dallaes
Mr N. K. Davidson
Mrs E. H. Douglass
Mr W. C. Drew
Mr E. J. W. Eames
Mr W. A. Edgar
Mr. and Mrs. H. C. Ehrenfels
Mr F. Esrom
Mr. H. G. Fisher
Mr J. Forrester
Miss Fowler
Penman Fuller
Mr H. Garrow
Mr A. B. L. Geeley
Mr R. G. B. Germully
Mr. V. Goulbourn
Mr M. Gonzalez
Mr F. F. Gonzalez
Mr J. Guntzburger
Capt. T. P. Hall
Mr & Mrs M. A. Hall
Mr J. C. Hamilton
Mr R. D. Harvey
Mr T. F. Heusen
Hon. & Mrs. E. A. Hewett
Dr. Spencer Hough
Mrs H. T. Howard
Th. van Hunt
Mr F. L. Hutson
Capt. & Mrs Hutton
Mr R. Innes
Mr W. B. Jones
Mr R. M. Joseph
Mr. P. H. Klimanek
Major & Mrs Krautkoff
Mr H. I. M. Logan
Miss A. Macfarlane
Mr C. Mancini
Dr. O. Marriott
Mrs C. F. Martin
Mr J. Merecki
Mr C. J. Meyler
Mr E. V. Mitchelmore
Mr & Mrs A. B. Moulde
Mr & Mrs D. Manton
Mr W. North
Mr P. H. Nye
Mr. V. d'Oettingel
Mr J. C. Ogden
Mr G. F. Petrie
Mr W. L. Pierce, Jr.
Mr W. T. Prichard
Mr. E. H. Ray
Mr F. G. Repide
Mrs G. Lewis Russell
Mr G. Schurman
Mr. H. H. Solomon
Mr J. B. Southmayd
Dr. & Mrs. A. P. Spalding
Mr. J. Spittles
Miss W. Squire
Lt. & Mrs. C. E. Stainer
Mr R. W. Steel
Mr Carl Steel
Mrs Steel
Miss Steel
Mr W. F. Stratton
Mr & Mrs H. J. Such
Miss Such
Mr J. W. Taylor
Mrs H. Taylor
Mr G. W. Tenkeburg
Mr M. L. Thompson
Mr G. Tooler
Capt. W. Tutt
Mr Luang Vi an and family
Miss C. M. Wakeman
Mr E. C. Waddill
Mr G. Wehrs
Mr E. Wellmann
Mr & Mrs Wilder
Mr & Mrs Wybrandt and child

KING EDWARD HOTEL.

Mr T. Aoki
Capt. Thos Arthur
Dr Belitios
Mr M. P. Beattie
Miss Brandt
Mr and Mrs H. B. Bridger & Son
Mr W. T. Bryant
Mr D. Clark
Count. W. J. Dohna
Mr C. M. Forrest
Miss. M. Gains
Mr J. Gordow
Mr A. Granada
Mr A. Harper
Mr Harrison
Mr T. Hood
Mr E. S. Kabel
Mr. John Lennox
Miss Lopreito
Mr H. W. McEwen
Mr McCentry
Capt. & Mrs. Merlees
Dr. Misheel
Miss Morrison
Dr. Muller
Mr A. P. Nobbs
Mr. Packer
Capt. and Mrs. W. C. Passmore
Mr J. Peeming
Mr S. B. Ray
Dr. Sehn z
Mr. E. E. Smith
Mr L. Southorn
Mr J. N. Varela
Miss M. S. Wilson

GRAND HOTEL.

Mr. E. W. Bauckham
Mr J. C. Cass
Mr. & Mrs. A. B. Crew
Consul and Mrs H. C. Fein
Mr Foss
Mr W. L. Gaylor
Mr Gilbert
Mr T. Hanee
Mr H. R. Heckscher
Mr A. C. Hondyk
Mr T. Hortel
Mr B. James
Mr Kaufholz
Mr Kelly
Dr. F. Kayt
Mr Matson
Mr R. J. Mooney
Mr P. W. L. Nanninga
Mr Nielsen
Mr K. Offer
Mr A. Petersen
Mr Richard Porak
Mr J. L. Prendergast
Mr J. W. Pringle
Mr Seydeler
Capt. and Mrs. A. H. Steward and child
Mr H. F. Stoneman
Mr R. Taylor

KINGSCLERE PRIVATE HOTEL.

Comdr. F. Acton, R.N.
Mrs F. Acton & Maid
Mr. E. Arndt
Mr & Mrs Aucott
Mr. H. Bennett
Mr. F. Bevington
Dr. & Mrs B.W. Brown
Mr. Cocker
Mr & Mrs F. M. Crawford
Mr. & Mrs. D. E. Donnelly
Mr. & Mrs. C.E. Harvey
Dr. Hobson
Mr. H. Hoffman
Mr. H. Koch
Mr & Mrs G.P. Lammert and children
Mr. & Mrs. A. C. Logan
Mr. J. F. Macgregor
Mr. & Mrs. L. D. Mandel
Master Mandell
Mr E. J. McNulty
Mr. C. M. Meyer
Mr. K. S. Morrison
Sir Francis Piggott
Mr J. Robertson
Mrs. G. Sachse
Miss K. Sachse
Mr. A. L. Shields
Mr. R. D. Stewart
Mr & F. Warbrook
Mr. B. Webb
Mr Whyte
Mr. and Mrs. E. A. M. Williams
Mr. J. W. Wilson

SHIPPING

ARRIVALS.

BENMOHR, British str., 1,952, Wm. Hastie, 26th May—Karatsu 20th May, Coal—Gibb, Livingston & Co.

DEVANHA, British str., 4,785, H. Powell, 26th May—Shanghai 23rd May, Mails and General—P. & O. S. N. Co.

HAIMUN, British str., 641, J. W. Evans, 26th May—Swatow 25th May, General—Douglas, Lapraik & Co.

ICHANG, British str., 1,234, R. Lewis, 25th May—Chefoo via Weihaiwei 20th May, General—Butterfield & Swire.

KAIFONG, British str., 987, Sidford, 26th May—Manila 23rd May, General—Butterfield & Swire.

SOSHU MARU, Japanese str., 1,119, K. Sukawa, 25th May—Swatow 25th May, General—Osaka Shosen Kaisha.

SURUGA, British str., 2,720, H. S. Poest, 25th May—New York 29th March and Singapore 19th May, General—Dodwell & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
26th May.

Borneo, German str., for Kudat.
Clara Jebsen, German str., for Hoagay.
Devanha, British str., for Europe, &c.
Haitan, British str., for Amoy.
Meropi, British str., for Amoy.
St. Albans, British str., for Australia.
Sungkiang, British str., for Haiphong.
Tijpanas, Dutch str., for Batavia.
Wingsang, British str., for Manila.

DEPARTURES.

26th May.

AMIGO, German str., for Hoihow.
BENLEDI, British str., for Nagasaki.
CHINA, Austrian str., for Singapore.
DELHI, British str., for Shanghai.
KUEICHOW, British str., for Canton.
SEXTA, German str., for Swatow.
TJIKINI, Dutch str., for Yokohama.

SHIPPING REPORTS.

The British str. *Kaifong* reports: Moderate S.W. winds and fine weather.

The British str. *Suruga* reports: Moderate weather with much rain on approaching Hongkong.

PASSENGERS.

ARRIVED.

Per *Kaifong* from Manila, Mr and Mrs Canol, Miss Bayless and Mr Pindell.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. *Siberia* is due to arrive at Hongkong on the 29th inst., between 6 and 8 a.m.

The P. M. S.S. Co. str. *China* sailed from San Francisco on the 10th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 6th prox.

The P. M. S.S. Co.'s str. *Manchuria* sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Yap on the 22nd instant, at 7 a.m., and may be expected here on or about the 30th instant a.m.

The E. & A. str. *Aldenham* left Sydney on the 13th instant, for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port via ports on the 17th inst., and is expected here on the 5th prox.

The E. & A. str. *Eastern* left Sydney on the 24th instant for Hongkong, via Queensland Ports, Port Darwin, Timor and Manila.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of China* arrived at Yokohama at 7 a.m. on the 25th inst., and left again at 1 p.m. same day for Kobe, where she is due to arrive at noon on the 26th instant.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich* carrying the German Mails with date from Berlin of the 3rd inst., left Singapore on the 26th inst., at 8 a.m., and may be expected here on or about the 30th inst., at 10 a.m.

THE INDIAN MAIL.

The Indo-China str. *Kumsang* from Calcutta and the Straits left Singapore for this port on the 23rd instant, and is due here on the 29th instant.

MERCHANT STEAMERS.

The H.-A. Linie str. *Bayern* left Shanghai on the 23rd inst. p.m., and may be expected here to-day a.m.

The Philippines Co. str. *Rubi* left Manila on the 24th instant, and is due here to-day at daylight.

The Mogul Line str. *Pathan* left United Kingdom on the 12th March for Hongkong via Straits.

The Mogul Line str. *Sikh* left United Kingdom on the 6th instant for Hongkong via the Straits.

The T.K.K. str. *Honghong Maru* left Yokohama for Hongkong on the 19th instant, via Kobe and Moji, and is due to arrive at this port on the 1st prox.

The O.S.K. str. *Seattle Maru* left Tacoma for Hongkong, via Japan and Manila on the 29th ult., and is due here on or about 8th prox.

The Olof Wijk & Co. str. *Nippon* left Port Said on the 19th inst., and is expected here on the 15th prox.

The str. *Glenlogan* left London on the 28th ultimo, and is therefore due here on or about the 18th prox.

The T.K.K. str. *Kiyo Maru* left Valparaiso on the 11th inst. for Hongkong.

STEAMERS PASSED THE CANAL.

April 21st—*Antenor, Canton, Konang Si, Poona.* 25th—*Soyo Maru, Christian, Nebe, Neckar.* 28th—*Suruga, Tonkin.* May 2nd—*Achilles, Denbighshire, Nore.* 5th—*Nubia, Siam, Slavonia, Buffalo.* 9th—*Benvorlich, Karonga.* 12th—*Ernest Simons, Ghazee, Jeserie, Prinz Eitel Friedrich, Tango Maru, Teenkai, Arcadia.* 16th—*Glenlogan, Miyasaki Maru, Soyo Maru, Vorwaerts, Alesia.* 19th—*Borneo, Hellas, Idomeneus, Menelaus, Nippon, Sikh, Silvia, Siam, Ville de la Ciotat, Wakasa Maru, Yangtze.* 23rd—*Benlarig, Brisgavia, Kamo Maru, Kintuck, Laertes, Rheinfels.*

ARRIVALS AT HOME.

May 19th—*Asiyanax, Kleist, Oanfa, Preussen, Satsuma.*

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	On 31st inst., at 11 A.M.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str	—	G. E. Warner	JARDINE, MATHESON, & Co., LD.	About 3rd June.
LONDON & ANTWERP VIA STRAITS, &c	NILE	Brit. str.	—	E. F. Daldy, R.N.R.	P. & O. S. N. Co.	About 14th June.
ROTTERDAM, & HAMBURG VIA STRAITS, &c	ARCADIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 5th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k. w.	Kotzte	HAMBURG-AMERIKA LINIE	On 25th June.
HAVRE, BREMEN & HAMBURG, &c.	FREIENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINIE	On 9th June.
MARSEILLES, HAVRE & HAMBURG, &c.	BAYERN	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 7th June, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 14th June, A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	ATSUTA MARU	Jap. str.	—	Wm. Thompsen	NIPPON YUSEN KAISHA	On 21st June, at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 23rd June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 31st inst., at Noon.
NEW YORK	VANDALIA	Ger. str.	k. w.	Meissner	HAMBURG-AMERIKA LINIE	On 2nd June.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 10th June, at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 28th June, at Noon
VICTORIA, B.C., & TACOMA VIA KEELUNG, S'GHAI, &c	PANAMA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 30th inst., 11 A.M.
VICTORIA, C.B. & TACOMA VIA KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 13th June, at 11 A.M.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 20th June, at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c	TAMBA MARU	Jap. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 18th July, at 4 P.M.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c	KUMERIC	Brit. str.	—	G. B. McGill	THE BANK LINE, LIMITED	On 6th June.
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 6th June.
SAN FRANCISCO VIA KEELUNG, S'GHAI & JAPAN	KOREA	Am. str.	—		PACIFIC MAIL S.S. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	NIPPON MARU	Jap. str.	—	H. S. Smith	TOYO KAISEN KAISHA	On 2nd June, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	—		PACIFIC MAIL S.S. CO.	On 16th June, at 1 P.M.
BEIRA, DELAGOA BAY, DURBAN, &c.	DUNERIC	Brit. str.	—		THE BANK LINE, LIMITED	To-day.
PORTLAND VIA JAPAN	HENRIK IBSEN	Nor. str.	1 m.	Christen Smith	PORTLAND & ASIATIC S.S. CO.	On 20th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 9th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co	On 17th June, at D'light
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th July, at Noon
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 30th inst.
KOBE & YOKOHAMA	MIYAZAKI MARU	Jap. str.	—	T. Mursi	NIPPON YUSEN KAISHA	On 8th June, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th June, at Noon
JAPAN, HONOLULU, MANZANILLO, &c.	HONGKONG MARU	Jap. str.	—	H. Hinokuma	TOYO KISEN KAISHA	On 17th June, at 1 P.M.
JAPAN	TJIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch
TSINGTAU, WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	Hooker	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
TIENTSIN	CHEONGSHING	Brit. str.	—	V. McClyonmt-Liddell	JARDINE, MATHESON & Co., LD.	On 5th June, at Noon.
CHEFOO & NEWCHWANG	NANCHANG	Brit. str.	1 m.	R. Robertson	BUTTELFIELD & SWIRE	On 30th inst., at4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	To-day, at midnight
SHANGHAI	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD	On 29th inst., at Noon
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. ser.	—	E. Malchow	MELCHERS & Co.	About 31st inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 1st June.
SHANGHAI, KOBE & YOKOHAMA	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 4th June.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	J. Teramuka	NIPPON YUSEN KAISHA	On 7th June.
SHANGHAI	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 8th June.
SHANGHAI, MOJI KOBE & YOKOHAMA	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 15th June.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NIPPON	Swed. str.	—		OLOF WIJK & Co., LTD.	On 15th June.
SHANGHAI, KOBE & YOKOHAMA	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERIKA LINIE	On 19th June.
SHANGHAI	TJITAREM	Dut. str.	—	V. Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
AMOY & SHANGHAI	KASHING	Brit. str.	1 m.	T. W. Pickard	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & Co	To-day, at 1 P.M.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-day, at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 30th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 2nd June, at 11 A.M.
HAIPHONG	SUNGKIANG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	To-day, at 8 A.M.
MANILA	WINGSANG	Brit. str.	—	T. H. Lishman	JARDINE, MATHESON & Co., LD.	To-day, at 2 P.M.
MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
MANILA, CEBU & ILOILO	RUBI	Am. str.	—	S. Crosby	SHEWAN, TOMES & Co	On 30th inst., at 4 P.M.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	On 10th June, at 4 P.M.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	On 27th inst., at 9 A.M.
BOMBAY VIA SINGAPORE, & COLOMBO	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 30th inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD	On 31st inst., at Noon.
SINGAPORE, COLOMBO, SUEZ, PORT SAID & EUROPE	GNEISENAU	Ger. str.	—	Ph. Obenauer	MELCHERS & Co.	About 7th June.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIPANAS	Dut. str.	—	J. B. v. Damme Jelinb	JAVA-CHINA-JAPAN LIJN	Quick despatch.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, TO-DAY, the 27th May, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's S.S. "CHINA," 7,900 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the S.S. "CALEDONIA," due in London on the 9th July, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th May, 1911. [1

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, will be despatched as above about 3rd June.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 17th May, 1911. [719

HONGKONG TIDE TABLE.

From May 27th to June 2nd, 1911.

Days of Week.	Days of Month	High Water. H'kong Mean Time.	Height.	Low Water. H'kong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in
Sat.	27	m 7 58	7 0	m 1 47	2 1
		9 10 a	5 0	3 6 a	0 8
Sun.	28	m 8 35	7 5	m 2 21	2 4
		10 9 a	4 7	3 53 a	0 3
Mon.	29	m 9 15	7 8	m 2 55	2 6
		11 14 a	4 4	4 40 a	0 1
Tues.	30	m 9 57	7 9	m 3 28	2 9
				5 29 a	0 0
Wed.	31	m 0 24	4 2	m 4 1	3 2
		m 10 41	7 8	6 24 a	0 2
Thurs.	1	m 1 39	4 0	m 4 36	3 5
		m 11 28	7 4	7 26 a	0 5
Fri.	2	m 3 3	4 0	m 5 16	3 8
		0 22 a	6 8	8 33 a	0 8

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 26th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.71	29.84	29.78
Temperature	82	77	75
Humidity	82	94	90
Wind Direction	South	SSW	W
" Forceti	1	1	1
Weather	c	c	cd
Rain	—	1.48	—

Highest open air Temperature on 25th...82
Lowest open air Temperature on 25th 75

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	DEVANHA ... Capt. H. Powell	Noon, 27th May	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA ... Capt. W. R. Le Mare	11 A.M., 31st May	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA ... Capt. F. J. Fox	About 1st June	Freight and Passage.
SHANGHAI	ARCADIA ... Capt. S. Barham	About 8th June	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE ... Capt. E. F. Daldy, R.N.R.	About 14th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA ... Capt C. D. Goldsmith, R.N.R.	About 15th June	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th May, 1911. [1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SUNGKIANG"	On 27th May, 8 A.M.
SHANGHAI	"CHENAN"	On 27th May, M'night
AMOY and SHANGHAI	"KASHING"	On 27th May, 4 P.M.
TSINGTAU, WEIHAIWEI and TIENTSIN	"HUICHOW"	On 29th May, 4 P.M.
CHEFOO and NEWCHWANG	"NANCHANG"	On 30th May, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 30th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

☞ SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, $45 SINGLE and $80 RETURN.

TELEPHONE 36

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th May, 1911 [10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW. AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
* "HAITAN"	Capt. J. S. Roach	SATURDAY, 27th May, at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 30th May, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd June, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans — SATURDAY, 27th May, at 4 P.M. / WED'DAY, 31st May, at 11 A.M.

* The s.s. "Haitan" will not call at Swatow.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS

Hongkong, 27th May, 1911. 9

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHNGHAI, KOBE & YOKOHAMA:
S.S. SLAVONIA ... ... 4th June
S.S. SILVIA ... ... 19th June.
S.S. HELLAS ... ... 20th June
S.S. SPEZIA ... ... 1st July
S.S. SILESIA ... ... 12th July
S.S. PREUSSEN ... ... 28th July
S.S. ALESIA ... ... 9th Aug.

HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BAYERN ... ... 27th May
FOR ROTTERDAM & HAMBURG:
S.S. ARCADIA ... ... 5th June
FOR HAVRE, BREMEN & HAMBURG:
S.S. FREIENFELS ... 9th June.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SCANDIA ... ... 23rd June
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SITHONIA ... ... 26th June
FOR NEW YORK:
S.S. VANDALIA... ... 2nd June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 23rd May, 1911 [12

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
* MANILA	"WINGSANG"	Saturday, 27th May, 2 P.M.
† SHANGHAI, KOBE and MOJI	"FOOKSANG"	Monday, 29th May, Noon.
† SHANGHAI	"KWONGSANG"	Monday, 29th May, Noon.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed'day, 31st May, Noon.
† TIENTSIN	"CHEONGSHING"	Monday, 5th June, Noon.

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Tsingtau, Weihaiwei, Chefoo Dientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 27th May, 1911. GENERAL MANAGERS. [15

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
* KOREA	18,000	SUNDAY, 28th May, at NOON.
* SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
* KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
* SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
* MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and on HONOLULU, SUNDAY, 28th May, at NOON.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: —Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY,	16th June, at 1 P.M.
		FRIDAY,	7th July, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY,	4th Aug., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 16th June, at 1 P.M

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS, SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
via New York " " £45.
HONGKONG TO SAN FRANCISCO ... ... £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NIPPON"	On 15th June.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
YORK BUILDINGS, TOP FLOOR.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAGA MARU, Capt. M. Hagino,	7,000	WED'DAY, 7th June, at Daylight
	†‡ KAWACHI MARU, Capt. H. Petersen,	7,000	WED'DAY, 14th June, A.M.
	ATSUTA MARU, Capt. Wm. Thompsen,	9,000	WED'DAY, 21st June, at Daylight
VICTORIA B.C. & SEATTLE	§ SADO MARU, Capt. J. Richards,	7,000	SATURDAY, 17th June, from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU and YOKOHAMA	§ INABA MARU, Capt. S. Tominaga,	7,000	TUESDAY, 20th June, at 4 P.M.
	§ TAMBA MARU, Capt. K. Noda,	7,000	TUESDAY, 18th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. J. Nagao,	5,000	FRIDAY, 9th June at Noon.
	NIKKO MARU, Capt. M. Yagi,	6,000	FRIDAY, 7th July, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	‡ TOSA MARU, Capt. T. Sato,	6,000	TUESDAY, 30th May.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	6,000	WED'DAY, 7th June, at Noon
SHANGHAI, MOJI, and KOBE	‡ BOMBAY MARU, Capt. J. Tenoraka,	5,000	WED'DAY, 7th June.
KOBE and YOKOHAMA	MIYAZAKI MARU, Capt. T. Murai,	9,000	THURSDAY, 8th June, at 11 A.M.

† Calling at Djibouti.
§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. ‡ Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1ST CLASS	$120	$110	$100	$90
2ND "	$ 80	$ 70	$ 60	$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14—40] T. KUSUMOTO, MANAGER.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
† CHIYO MARU	21,000	W. W. Greene	FRIDAY, June, 30th, 1 P.M
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M
† TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, 1 P.M.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO).
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS.	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
SUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
" "	£ 120-0-0, Return 6 Months
" "	£ 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOBE YOKKAICHI, SHMIDZU and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th May, at 11 A.M.
	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 28th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

7031

"The Beer That's Brewed to Suit The Climate"

O. B.

BEER.

"Just Try It"

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Siberia*, with the American Mail, may be expected here on or about Monday, the 29th inst., at 8 a.m.

The *P. E. Frederich*, with the German Mail of the 3rd inst., left Singapore on Friday, the 26th inst., at 8 a.m., and may be expected here on or about Tuesday, the 30th inst., at 10 a.m.

FOR	PER	DATE
Kudat and Sandakan	*Borneo* ...	Saturday, 27th, 8.00 A M
Hongkong	*Clara Jebsen* ...	Saturday, 27th, 9.00 A M
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle...	*St Albans*...	Saturday, 27th, 10.00 A M
Yokohama and Kobe	*Tjikini* ...	Saturday, 27th, 10.00 A M
Batavia, Cheribon, Samarang and Sourabaya	*Tjipanas* ...	Saturday, 27th, 10.00 A M
EUROPE, &c., INDIA VIA TUTICORIN ... (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) ... (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) ... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) ...	*Devanha*	Saturday, 27th, Printed Matter and Samples ... 10.00 A M; Registration ... 10.00 A M (Registration, with late fee of 10 cents, up to 10.45 A.M.); Registration, Kowloon B.O. ... 10.00 A M; No late fee. Letters ... 11.00 A M
Amoy and Foochow ...	*Haitan* ...	Saturday, 27th, NOON.
Manila, Cebu and Iloilo ...	*Wingsang* ...	Saturday, 27th, 1.00 P M
Macao ...	*Sai Tai* ...	Saturday, 27th, 1.15 P M
Amoy and Shanghai ...	*Kashing* ...	Saturday, 27th, 3.00 P M
Swatow ...	*Haimun* ...	Saturday, 27th, 3.00 P M
Shanghai ...	*Chenan* ...	Saturday, 27th, 5.00 P M
Kobe ...	*Nord* ...	Saturday, 27th, 5.00 P M
Swatow, Amoy and Tamsui ...	*Daijin Maru* ...	Sunday, 28th, 9.00 A M
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO ... (SIBERIAN MAIL TO EUROPE) ...	*Korea* ...	Sunday, 28th, Registration ... 5.00 P M (on Saturday, 27th inst.) Letters ... 9.00 A M (on Sunday.)
Shanghai, Kobe and Moji ...	*Fooksang* ...	Monday, 29th, 11.00 A M
Shanghai ...	*Kwongsang*	Monday, 29th, 11.00 A M
Macao ...	*Sui Tai* ...	Monday, 29th, 1.15 P M
Tsintau, and Tientsin ...	*Kueichow*...	Monday, 29th, 3.00 P M
Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma ...	*Panama Maru* ...	Tuesday, 30th, 10.00 A M
Swatow, Amoy and Foochow ...	*Haiching* ...	Tuesday, 30th, 10.00 A M
Manila, Cebu and Iloilo ...	*Kaifong* ...	Tuesday, 30th, 3.00 P M
Manila, Cebu and Iloilo ...	*Rubi* ...	Tuesday, 30th, 3.00 P M
Chefoo and Newchwang ...	*Nanchang* ...	Tuesday, 30th, 3.00 P M
Singapore, Penang and Calcutta ...	*Kutsang* ...	Wednesday, 31st, 10.00 A M
Swatow ...	*Haimun* ...	Wednesday, 31st, 10.00 A M
EUROPE, &c., INDIA VIA TUTICORIN, ... (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents) ... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) ...	*Bülow* ...	Wednesday, 31st, Printed Matter and Samples 10.00 A M; Registration ... 10.00 A M (Registration, with late fee of 10 cents up to 10.45 A M); Registration, Kowloon B.O. ... 10.00 A M; No late fee. Letters ... 11.00 A M
Swatow, Amoy and Foochow ...	*Haiyang* ...	JUNE Friday, 2nd, 10.00 A M; Friday, 2nd, Printed Matter and Samples ... 11.00 A M; Registration ... 11.00 A M (Registration, with late fee of 10 cents, up to 10.30 A M.); Registration, Kowloon B.O. ... 11.00 A M; No late fee. Letters ... NOON
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO ...	*Nippon Maru*	Monday, 5th, 11.00 A M
Tientsin ...	*Chemgshing* ...	Tuesday, 6th, Printed Matter and Samples ... 10.00 A M; Registration ... 10.00 A M (Registration, with late fee of 10 cents up to 10.45 A.M.); Registration, Kowloon B.O. ... 10.00 A M; No late fee. Letters ... 11.00 A M
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) ... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Nera* ...	

COMMERCIAL.

—:o:—

EXCHANGE

CLOSING QUOTATIONS.

	May 26th.
ON LONDON:—	
Telegraphic Transfer	1/9⅝
Bank Bills, on demand	1/9½
Bank Bills, at 30 days' sight	1/9⅜
Bank Bills, at 4 months' sight	1/9⅛
Credits, at 4 months' sight	1/10
Documentary Bills 4 months' sight	1/10⅛
ON PARIS:—	
Bank Bills, on demand	228½
Credits, at 4 months' sight	232½
ON GERMANY:—	
On demand	184½
ON NEW YORK:—	
Bank Bills, on demand	44
Credits, at 60 days' sight	45
ON BOMBAY:—	
Telegraphic Transfer	134⅞
Bank, on demand	135
ON CALCUTTA:—	
Telegraphic Transfer	134⅞
Bank, on demand	135
ON SHANGHAI:—	
Bank, at sight	74½
Private, 30 days' sight	75⅝
ON YOKOHAMA:—On demand	88½
ON MANILA:—On demand—Pesos	88⅜
ON SINGAPORE:—On demand	77⅝
ON BATAVIA:—On demand	108½
ON HAIPHONG:—On demand	1¼ % pm.
ON SAIGON:—On demand	1 % pm.
ON BANGKOK:—On demand	84⅜
SOVEREIGNS, Bank's Buying Rate	$11.00
GOLD LEAF, 100 fine, per tael	$57.20
BAR SILVER, per oz.	24 1/16d.

SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces	$7.20 discount
Chinese	10 "	$7.58 "
Hongkong	20 "	$7.00 "
Hongkong	10 "	$7.21 "

SHARE LIST.—QUOTATIONS. HONGKONG, MAY 26TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$895, sellers; £87.10/
	99,925	£7	£6	$30, buyers
National Bank of China, Limited ...	60,000	$12	all	$9.
China Borneo Company, Limited	50,000	$5	all	
China Light and Power Company, Limited	50,000	$1	all	$1.15, sales
	200,000	$10	all	$7.
China Provident, Loan & Mortgage Co., Ld...				
COTTON MILLS.—	20,000	Tls. 50	all	Tls. 85.
Ewo Cotton Spin'g. & Weaving Co., Ld.	125,000	$10	all	$4, buyers
Hongkong Cotton Spinning Co., Ld ...	10,000	Tls. 75	all	Tls. 47½.
International Cotton Manuf'ing Co., Ld.	8,000	Tls. 100	all	Tls. 57.
Laou-Kung-Mow C. Spin.& Weav.Co.,Ld	20,000	Tls. 50	all	Tls. 20.
Soy Chee Cotton Spinning Co., Limited	40,000	$7½	$6	$20, buyers
Dairy Farm Company, Limited				
DOCKS AND WHARVES.—	60,000	$50	all	$48, sales
H'kong & Kowloon Wharf & G. Co., Ld.	50,000	$50	all	$53½.
Hongkong and Whampoa Dock Co., Ld.	10,000	$6¾	all	$7½, sal. & buy
New Amoy Dock Co., Limited ...	55,700	Tls. 100	all	Tls. 60.
Shanghai Dock and Engineering Co., Ld	36,000	Tls. 100	all	Tls. 87.
Shanghai and Hongkew Wharf Co., Ld..	18,000	$25	all	$5, sellers
Fenwick & Co., Limited	400,000	$10	all	$3.20, buyers
Green Island Cement Co., Limited	7,000	£10	all	$195.
Hongkong and China Gas Co., Limited ...	60,000	$10	all	$21½.
Hongkong Electric Co., Limited	12,000	$50	all	$115,
Hongkong Hotel Company, Limited...	8,000		$25	$75,
	15,000	Ps. 10	all	$11.
Manila Metropole Hotel Limited	50,00	$25	all	$185.
Hongkong Ice Company, Limited	60,000	$10	all	$16¾, buyers
Hongkong Rope Manufacturing Co., Limited	15,000	$10	$7	$7½, buyers
H'kong & South China Steam Fisheries Co., Ld.				
INSURANCES.—	10,000	$250	$50	$175, sales
Canton Insurance Office Co., Limited ..	20,000	$100	$20	$118, buyers
China Fire Insurance Co., Limited ...	24,000	$83.33	$25	$105, buyers
China Traders Insurance Co., Limited...	8,000	$250	$50	$325, sellers
Hongkong Fire Insurance Co., Limited	10,000	£15	£5	Tls.155, buyers
North-China Insurance Co., Limited ...	12,400	$250	$100	$815, sales
Union Insurance Society, Limited ...	12,000	$100	$50	$192½.
Yangtsze Insurance Association, Limited				
LANDS AND BUILDINGS.—	50,000	$100	all	$94.
Hongkong Land Invest. Agency Co., Ld.	150,000	$10	all	$6.10.
Humphreys' Estate and Finance Co., Ld.	6,000	$50	$30	$25, sales
Kowloon Land and Building Co., Ld. ...	78,000	Tls. 50	all	Tls. 99.
Shanghai Land Investment Co., Limited	12,500	$50	all	$47.
West Point Building Co., Limited ...				
MINING.—	16,000	Fcs. 250	all	$700.
Société Française des Charb'ges du Tonkin	200,000	£1	all	$2.30.
Raub Australian Gold Mining Co., Ld...	25,000	$10	all	$12½, x div.
Peak Tramways Co., Limited... ...	50,000	$10	$1	$1, buyers x d.
	75,000	$10	all	$5, buyers
Philippine Co., Limited				
REFINERIES.—	20,000	$100	all	$94, sellers
China Sugar Refining Co., Limited ...	7,000	$100	all	$20.
Luzon Sugar Refining Co., Limited ...				
STEAMSHIP COMPANIES.—	30,000	$25	all	$10½, buyers
China and Manila Steamship Co., Ld. ...	20,000	$50	all	$19.
Douglas Steamship Co., Limited ...	80,000	$15	all	$30¾, buyers
Hongkong, Canton & Macao S.B. Co., Ld.	60,000 pref.	£5	all	69. sel. L'don, £6.10/-
Indo-China Steam Navigation Co., Ld	60,000 def.			
Shell Transport & Trading Co., Limited.	2,500,000	£1	all	89/ buyers
Star Ferry Company, Limited ...	10,000	$10	all	$26, sales
	10,000	$10	$5	$16.
South China Morning Post, Limited ...	6,000	$25	all	$25.
Steam Laundry Company, Limited... ...	20,000	$5	all	$6¾.
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited ...	1,200	$10	all	$9, buyers
Wm. Powell, Limited	15,000	$7	all	$3.10, buyers
Watkins, Limited	10,000	$10	all	$3, sellers
A. S. Watson & Co., Limited	90,000	$10	all	$5½, buyers
Weissmann, Limited	3,000	$10	all	$12, buyers
H. Price & Co., Ltd.	15,000	$10	all	$12, buyers
United Asbestos Oriental Agency, Limited,	9,900 ordy, 100 fders	$10	$4	$10.
		$10	all	$300.
Union Waterboat Co., Limited	50,000	$10	all	$6½, buyers

RUBBER.— *Daily Wire*

Para Rubber in London ... ... 4/5 per lb., value

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share-Brokers.*

TO-DAY

12.15 P.M.—Thirteenth Ordinary Annual Meeting of the "Star" Ferry Co., Ltd., at the Offices of Dodwell & Co., Ltd.

3.30 P.M.—Second Meeting of Gymkhana Club at Happy Valley.

FORTHCOMING EVENTS.

Monday, 29th May—Auction of Crown Land at South of Victoria Road, by Public Works Dept., 3 P.M.

Tuesday, 30th May—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd., at Hongkong Hotel, Noon.

Friday, 2nd June—Auction of Machinery, &c., at the Godowns situate in Wild-dell, Wanchai, by Geo. P. Lammert, 10 A.M.

Friday, 2nd June—Twenty-sixth Annual Ordinary General Meeting of A. S. Watson & Co., Ltd., at Hongkong Hotel, 11.30 A.M.

Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

OPIUM.

—:o:—

May 16th.

Quotations are:—

Malwa New	$2,250/2,300	per picul.
Malwa Old	$2,320/2,350	"
Malwa Older	$2,370/2,390	"
Malwa V. Old	$2,420/2,450	"
Persian fine quality ...	$1,125	"
Persian extra fine	$2,025	"
Patna New	$2,375	per chest.
Patna Old	—	"
Benares New	$2,375	"
Benares Old	$2,325	"

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